

October, 1959

OCT 8 '59

AIR CARGO

OCT 5 1959

TRANSPORTATION



AIR FREIGHT EXCLUSIVE

RESERVED AIR FREIGHT—A UNITED AIR LINES "EXTRA" GUARANTEES SPACE AT REGULAR RATE

United Air Lines can *guarantee* the air freight space you need! United Mainliners and Cargoliners take off more than 900 times a day, and every one of them is a cargo carrier. The "right" flight at the right time for your shipment—another reason why so many shippers use Reserved Air Freight on a regular basis!



FOR
FREE BOOKLET
on United air
freight speed and
economy, just write
Cargo Sales
Division, United Air
Lines, 36 South
Wabash Ave.,
Chicago 3, Ill.

YOU PAY NO MORE FOR EXTRA CARE WHEN YOU SHIP UNITED AIR LINES

INDIA CHOOSES AVRO 748

The Indian Government has chosen the military version of the Avro 748 — Hawker Siddeley's new turboprop feeder-line aircraft — as replacement for the air force's Dakota fleet. The Avro 748 is the ideal aircraft with which civil and military operators can advantageously replace their existing piston-engined equipment on short to medium range routes.

HAWKER SIDDELEY AVIATION

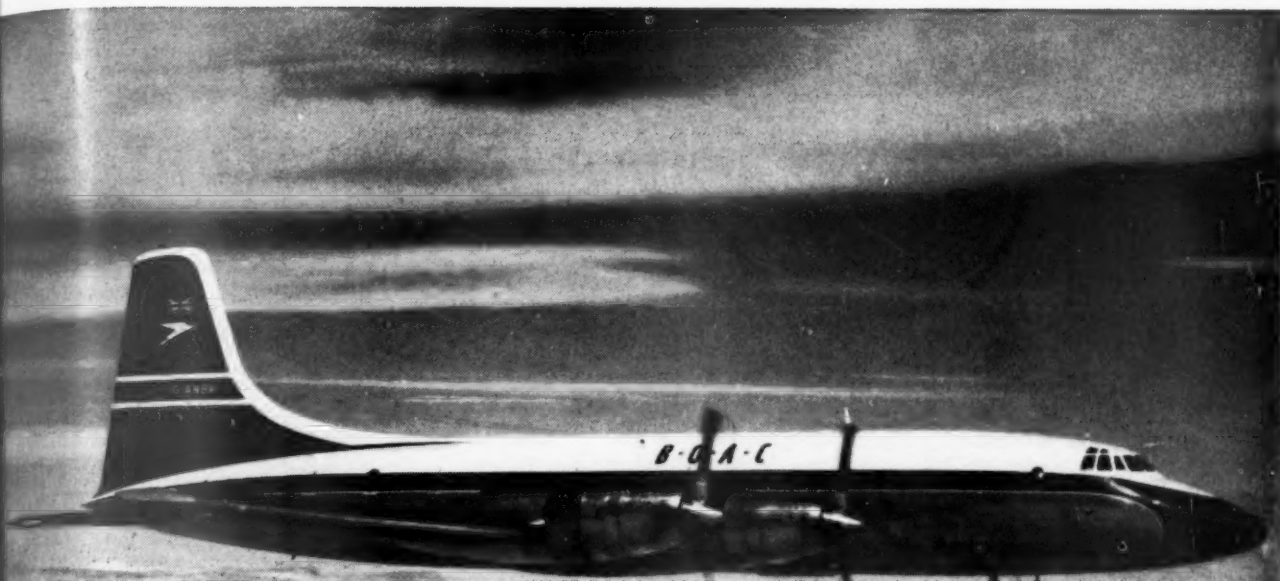
32 Duke Street, St. James's, London, S.W.1.



WHEN y
ing...E
Everyone
mel...all
ipment yo
d, conscien

world-wide rou
Los Angeles, M

OCTOBER, 1959



B·O·A·C		SPEEDBIRD CARGO SERVICES
FROM	TO	
YOU	EUROPE, AFRICA, ORIENT AUSTRALIA, CARIBBEAN	
FASTEST · SUREST · MOST DIRECT		
<small>BRITISH OVERSEAS AIRWAYS CORPORATION</small>		

Fast delivery as "easy as B-O-A-C"

WHEN your customer or branch overseas is waiting...BOAC can expedite your shipment.

Everyone on our team...clerical, ground, air personnel...all buckle down and make you feel that every shipment you entrust to BOAC gets interested, careful, conscientious handling and fast delivery.

We carry no "orphans." Every parcel, package, crate and carton receives individual attention...when it flies with BOAC.

Frequent flights mean certain space for your shipment. Try BOAC next time!

B·O·A·C

BRITISH OVERSEAS AIRWAYS CORPORATION
The Most Experienced Jet Airline
in the World

World-wide routes, with flights from New York, Boston, Chicago, Detroit, San Francisco, Montreal. Offices also in Atlanta, Dallas, Los Angeles, Miami, Philadelphia, Pittsburgh, Washington, Toronto, Vancouver, Winnipeg.

General Sales Agents for QANTAS, TEAL, S.A.A., C.A.A., M.E.A., B.E.A., & B.W.I.A.

OCTOBER, 1959

ONLY LUFTHANSA offers NONSTOP all cargo flights to Germany... "Heart" of Europe

SUPERCARGO

Lufthansa is your answer to prompt delivery in Europe. From centrally located Frankfurt there are fast and frequent connections to all Continental points, the Near and Middle East.

FROM NEW YORK
DAILY AT 1600
MO-TU-TH-FR-
SA-SU AT 1800
SA-SU AT 2000

FROM CHICAGO
TU-TH-SA AT 1830

FROM MONTREAL
TU-TH-SA AT 2330

(SUPER-H ALL CARGO FLIGHTS FROM NEW YORK
WE-FR AT 2300)

**LUFTHANSA SUPERCARGO HAS
111,111 LBS. OF LIFT CAPACITY
TO EUROPE EVERY WEEK...**

**MAKE LUFTHANSA
YOUR NUMBER "1" CHOICE**

Service
to
everywhere via
Frankfurt



CALL YOUR FORWARDER or



LUFTHANSA GERMAN AIRLINES

555 Fifth Avenue, New York 17, N. Y. MUrray Hill 2-9100
Other offices in principal cities of United States and Canada

Reach for the Sky with Riddle!

The switch to Riddle Air Cargo pays off because it counts... in dollars and cents.

Take crating. It costs money three ways: in materials, in man-hours and in excess shipping weight. Ship RIDDLE and crating is unnecessary. Expert loading and cargo handling protect your most fragile shipments.

Insurance costs are lower, too, because damage and in-transit damage are virtually non-existent.

Couple these basic air cargo advantages with the all-cargo priority handling RIDDLE AIRLINES offers, and you'll know why more and more progressive shippers have made the SWITCH TO RIDDLE!

How the **SWITCH** to **RIDDLE**
Saves Money!

**NATION'S
LARGEST
NORTH-SOUTH
ALL-CARGO AIRLINE**

RIDDLE
airlines

Executive Offices, International Airport, Miami, Florida, Phone TU 7-2651
NEW YORK, 511 Fifth Ave., Phone OXford 7-5340

U.S. Scheduled Air Cargo Route 109 and 120 WORLD-WIDE INTERLINE CONNECTIONS



AIR CARGO

an American Aviation Publication

OCTOBER 1959 VOL. 3, NO. 10

Features

WE CALL HIM MISTER	7
<i>Editorial by Wallace I. Longstreth</i>	
PROFIT FROM THE PACKAGE	15
EXPERIENCE AND SERVICE BOOST AEI	20
<i>By Alvin B. Beck</i>	
MAKE IT SIMPLE, GIVE IT WHEELS	22

Departments

TRENDS	10
NEWS	11
CAB	24
PEOPLE	28
CARRIER ROUNDUP	30
NEW PRODUCTS AND PROCESSES	32
TECHNICAL LITERATURE	34
ON THE DOCKET	34

AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change.

Printed at The Telegraph Press, Harrisburg, Pa. Second class postage paid at Washington, D. C., and at additional offices. Copyright, 1959, by American Aviation Publications, Inc.

WALLACE I. LONGSTRETH,
Executive Editor

WALD J. FREDERICK,

L. MILLER,

Assistant Editors

WALEN,

Production

WILLIAM H. MARTIN,

Art Director

GUILEY,

Asst. Art Director

WILLIAM J. NEWFIELD,

Assistant Publisher

WALD T. O'MARA,

Advertising Sales Manager

LEE MARTIN,

Advertising Service Manager

GEORGE F. PETERSON,

Circulation Service Manager

NE WHITE,

Circulation Promotion Manager

Subscriptions: \$10.00 per year, United States and

Canada, \$11.50 per year for other countries.

Single copy price, \$1.00.

All editorial, subscription and ad-

vertising correspondence to: Air Cargo,

1001 Vermont Ave., N.W., Washington 5,

MAIL OFFICES:

New York City: 20 E. 46th Street, New York 17, Phone YUkon 6-3900.

Los Angeles: 8929 Wilshire Blvd., Beverly Hills, Calif. Phone OLeander 5-9161.

Chicago: 139 N. Clark St., Chicago 2, Ill. Phone CEntal 6-5804.

Detroit: 201 Stephenson Building, Detroit 2, Michigan. Phone Trinity 5-2555.

Washington, D.C.: 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 5-1000.

Miami: 208 Almeria Ave., Coral Gables, Fla. Phone Highland 4-8326.

Geneva: Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AVAC GENEVA.

London: Norall & Hart, 28 Bruton Street, W.1., England. Phone Grosvenor 5-1000.

Paris: Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.

Information contained in this publication is supplied with all reasonable care. The publishers do not hold themselves responsible for errors or omissions.

Published monthly by American Aviation Publications, Inc., at 1001 Vermont Avenue, N.W., Washington 5, D.C.

W. W. Parrish, President and Publisher

Edward Eisner, Vice President and Gen. Mgr.

W. S. Hunter, VP and Editorial Director



1949-1959

OUR 10th ANNIVERSARY IN SCHEDULED AIR FREIGHT SERVICE

SHIP WITH THE LEADER!

1949



7,000 to 20,000 lbs.

C-47's
C-54's

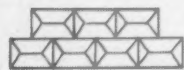
**Plane
Capacity
(pounds)**

1959



45,000 lbs.

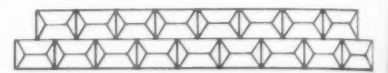
Super-H Constellations with over 10,000 lbs. more lift than any other airfreighters.



31,100,000 TON MILES

12,292,511

**Fleet
Capacity**



175,000,000 TON MILES

Greatest all-cargo capacity of any airline.

**Ton Miles
Flown**

104,073,462 in 1958!

More than any other airline.



190 m.p.h.

15 hours
coast-to-coast

**Plane
Speed**



331 m.p.h.

Fastest of any commercial plane with such huge freight capacity—8½ hours coast-to-coast non-stop



6

**Number
of
Stations
on Line**



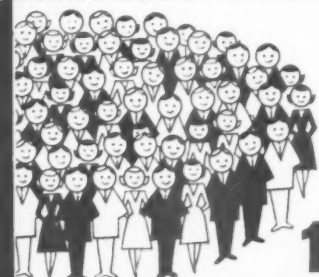
32

Plus through Sky-Highway service to 51 major cities and 28 major military bases, and interline connections to virtually any airport in the world.



379

**Employees
to serve
you**



1452

IT COSTS NO MORE THAN ORDINARY AIR FREIGHT
FLYING TIGER LINE

General Offices: Lockheed Air Terminal, Burbank, California • Offices in principal cities
THE ONLY CERTIFICATED, SCHEDULED TRANSCONTINENTAL AIRLINE SPECIALIZING IN AIR FREIGHT

We Call Him Mister

AS WE closed this issue of AIR CARGO, the current rumor in Washington was that Mr. Louis J. Hector of the Civil Aeronautics Board had submitted his resignation. Neither Mr. Hector nor the White House would confirm the report.

We are sorry that the idea has even come up. We think Mr. Hector has been good for the CAB. Throughout his time with the Board, Mr. Hector has approached problems with boldness and integrity, and, as been willing to state his position and defend it.

We particularly liked Mr. Hector's stand on regulatory agencies—to the effect that regulatory agencies ought to spend less time protecting the regulated from each other and more time protecting the public. Protection of the public is the sole reason that regulatory agencies exist, in Mr. Hector's opinion.

Many editorials ago, we had occasion to write about Mr. Hector. In so doing, we left out the "Mr." in one of the references to the man. Our Boss felt that such liberty was poor editorial style. This is the first time since then that his name has come up, on this page. So we use "Mr." We do so, not only as a matter of good editorial style, but because Mr. Hector has earned the respect connoted by the title "Mr."

Whether Mr. Hector leaves the Board or not, the agency is going to be short handed soon unless replacements are found for the Chairman James R. Durfee (headed for a federal judgeship), and Member Harman D. Denny (whose term expires this year).

Much talk has been generated that this time the White House ought to find men who are experienced in transportation.

We are not sure that this is necessary, or even a good idea. A CAB member should be an honest man of judgment, and he should be strong. Transportation, even air transportation, is no more the prep school for judgment than other experience.

An air transportation background could well be a

handicap. The very background sought, if it had been with an airline, obviously, would worry other airlines with cases before the Board.

As a quasi-judicial agency, the CAB must provide decisions for many situations never before encountered. These decisions must be based on the now and the future, not on the basis of how things used to be.

CAB history indicates that there is no one area of experience which produces good, or bad, Board members. The best CAB members were men who knew something of administration. Men who know administration, quickly surround themselves with a competent staff—and depend on their staff to sift the details which must be examined before determining policy.

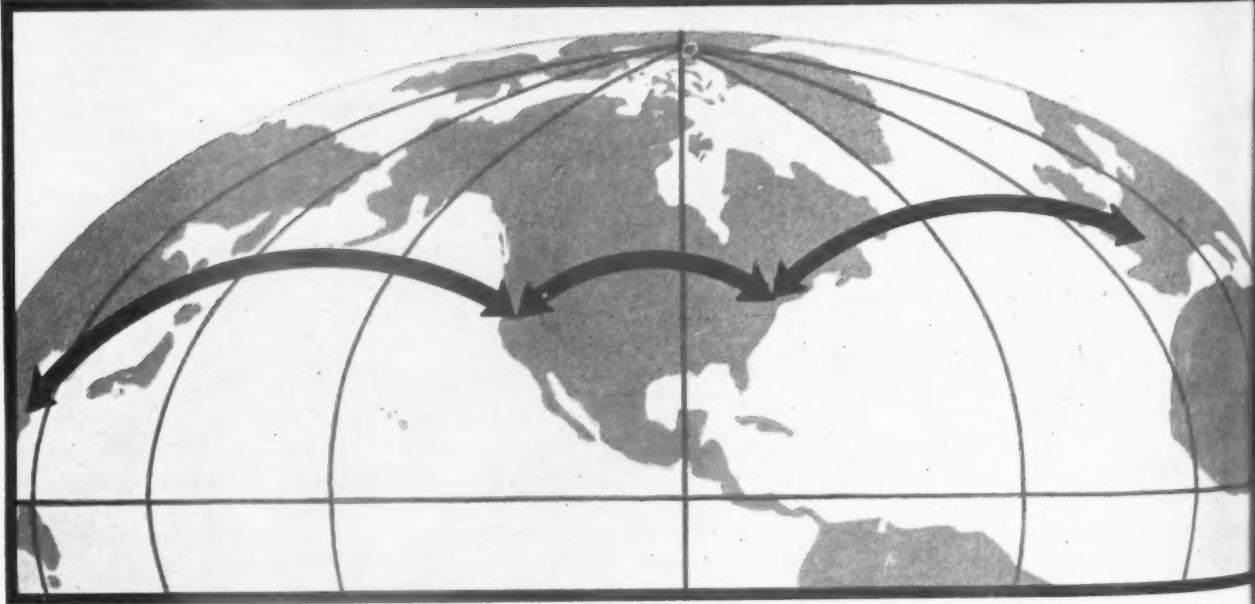
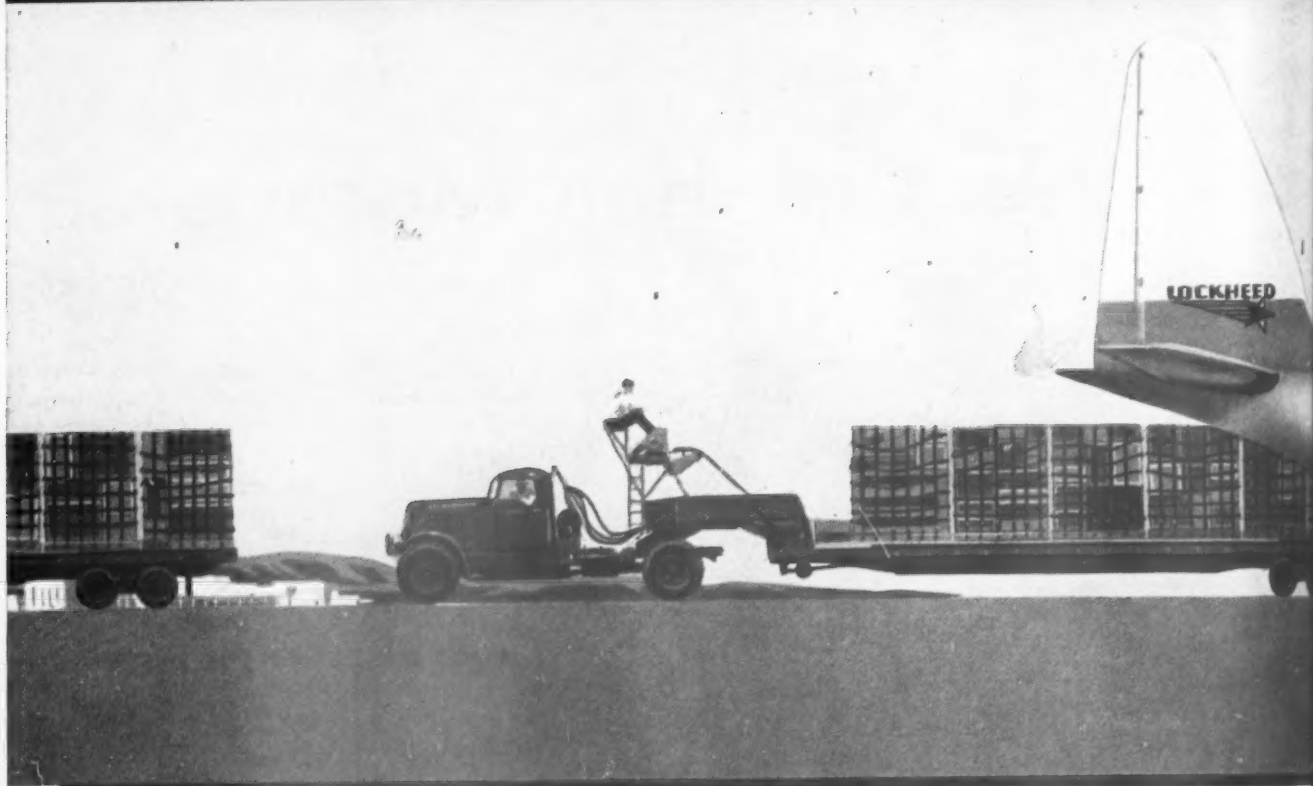
The technical information presumed to be needed for a Board member can thus be supplied by technically trained men (rich in transport experience if you will) not burdened with weighing one fact against another. The judgment will be supplied by the Board.

Unlike many public offices, there is no logical progression of steps to prepare a man to become a member of the Civil Aeronautics Board. No matter what a man has done before, the Board will present a new experience. Thus it appears to us, the only way for a man to become a good CAB member is to be a Board member.

THERE is a real need for the Board to stay at full strength. Before the agency are several cases which will have a pronounced effect on air transportation, domestic and international. These cases should be settled by a full, well informed Board. It is important that the Administration find the replacements quickly. But let the Administration make haste, slowly. A poor CAB member can do more harm than no member at all.

Wallace I. Longstreth

Lockheed's new GL-207 SUPER HERCULES – First 3.5¢ per-ton-mile airfreighter



SUPER HERCULES non-stop flights: transcontinental, with full 77,000-pound payloads; transatlantic to European cities as far as 4,650 miles, with 60,000-pound cargoes; San Francisco to Tokyo, with 43,500 pounds.

long-sou
rates con
n-will b
07 SUPER
on lines in
dition to
m-mile, t
profit-ma
ing throug
eight can
over prov
... pressu
artment,
animals,
landings

LET TRANSP
BALLISTIC MI
NUCLEAR-PO
NUCLEAR RE

OCTOBER, 19

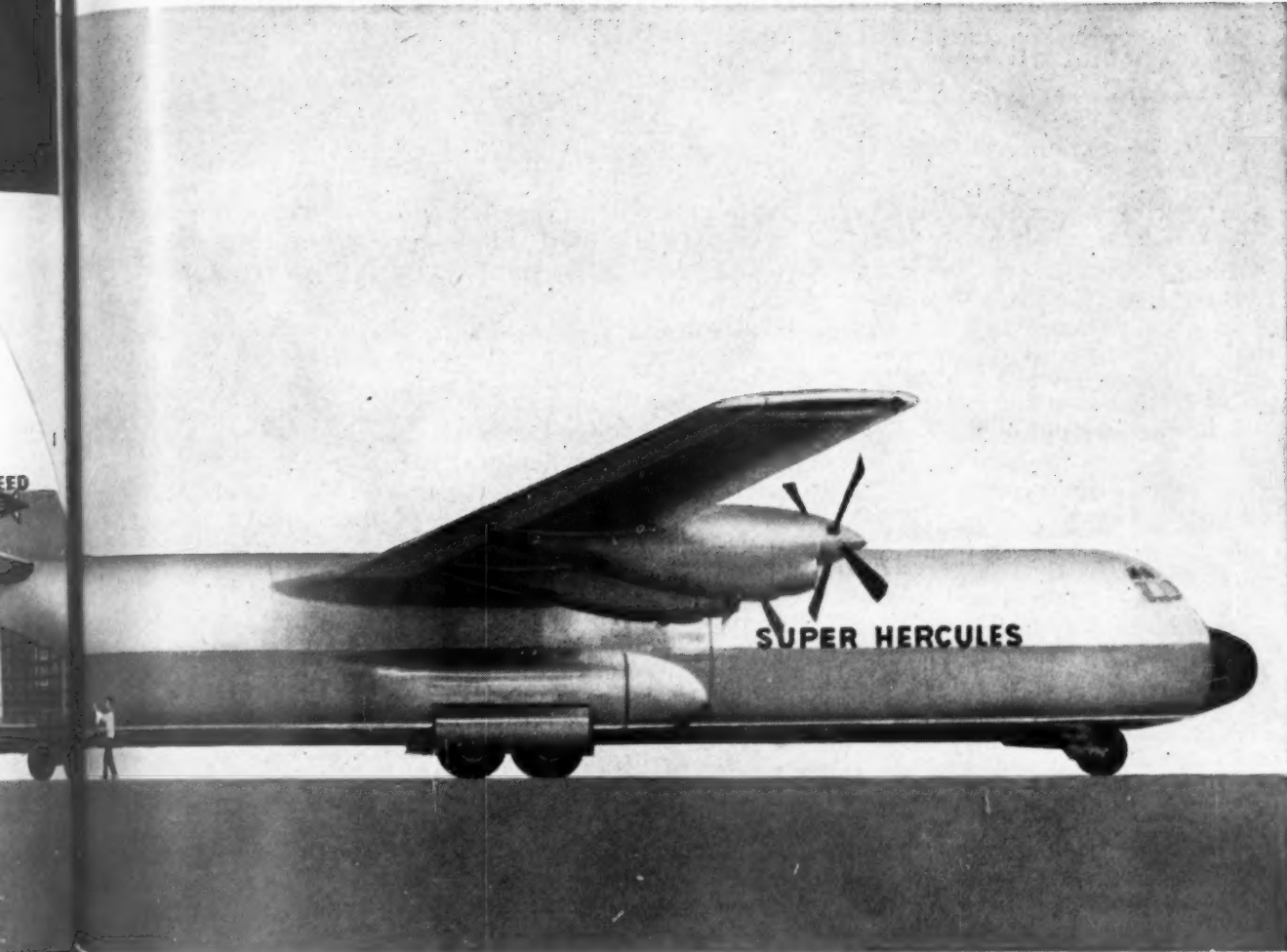
ED

ED

ED

c to Euro
nds.

AIR CARGO OCTOBER, 1959



Nine lightweight cargo pallets with 77,000-pound payload can be mechanically loaded in or unloaded from the SUPER HERCULES in less than one minute!

long-sought goal of air freight carriers—
rates competitive with surface transport—
will be achieved when Lockheed's
GL-207 SUPER HERCULES starts rolling off pro-
duction lines in 1961.

In addition to a direct operating cost of 3.5¢
per mile, the SUPER HERCULES embodies
profit-making features: straight-in rear
loading through huge 9' x 10' doors...truck-
height cargo floor...dependable prop-
ulsion provides flexible operational alti-
tude...pressurized and air conditioned cargo
compartment, ideal for transporting perish-
able goods, animals, and sensitive cargo...short-
landings and takeoffs...climb rate of

1690 feet per minute...over the weather alti-
tude capability...cruise speed of 390 miles
per hour...transcontinental and transoceanic
non-stop range.

Using Lockheed's Lightning Loader system, the
SUPER HERCULES can unload its entire palletized
cargo, reload, refuel and be ready for take off—
in less than 20 minutes!

Get the complete story on the profits to be made
with the Lockheed GL-207 SUPER HERCULES—
designed to haul the goods of the world in the
Jet Age. Write or telephone: HERCULES Com-
mercial Sales, Lockheed Aircraft Corporation,
Georgia Division, Marietta, Georgia.

LOCKHEED

JET TRANSPORTS • JET FIGHTERS • JET TRAINERS • COMMERCIAL & MILITARY PROP-JET TRANSPORTS • ROCKETRY
BALLISTIC MISSILE RESEARCH & DEVELOPMENT • WEAPON SYSTEM MANAGEMENT • ANTI-SUBMARINE PATROL AIRCRAFT
NUCLEAR-POWERED FLIGHT • ADVANCED ELECTRONICS • AIRBORNE EARLY-WARNING AIRCRAFT • AIRPORT MANAGEMENT
NUCLEAR REACTOR DESIGN & DEVELOPMENT • GROUND SUPPORT EQUIPMENT • WORLD-WIDE AIRCRAFT MAINTENANCE

TRENDS

Look for a much awakened Express operation in the near future. Railway Express Agency's new president, William Johnson, has much more power than any previous REA head. Advertising, sales promotion and overall efficiency is expected to improve—or else. Latest rate increase requested by REA will be used to finance some needed improvements.

Lower international air cargo rates seem sure to result from the International Air Transport Association meeting in Honolulu, but such changes will not occur until 1960.

The Air Freight Forwarder Association continues to progress. The impression of maturity should be greatly enhanced this fall when the Association will hold an air freight conference in Washington, D.C. The two-day conference will scan the air freight industry, and the forwarder's place in it, now, and under the impact of jets. Agenda will also seek to develop an overall legislative program. Airlines and other segments of the industry will be invited to attend. Probable date—sometime in November.

Interest in the Rimmer proposal for a Post Office-operated air freight service is mounting. The one man crusade of Frank H. Rimmer, chairman of the board of Relief Printing Corp., Boston, has drawn favorable responses from many Congressional leaders and heads of industry. Rimmer's proposal would have the Post Office offer a small package air freight service, less swift, and less expensive than air parcel post. Instead of processing and dispatching each package as it is deposited in a post office, as is done for air parcel post, the Post Office would consolidate many packages and buy transportation from the airlines at air freight bulk rates. Rimmer believes the service could be offered to the public for about 20¢ per pound for a trip of 1000 miles.

Air freight sales effort by JAMTO offices has brought better than a three-fold increase in military air freight business reported in 1959 over 1958. In the first six months of 1958, 69 JAMTOs (Joint Airline Military Traffic Offices) reported a little under a half million dollars of military air freight traffic. In the first six months of 1959, 77 JAMTOs reported nearly \$1.5 million.

All-cargo capacity will rise steeply in the final quarter of 1959. Converted passenger planes (DC-7Bs and Super Connies) are beginning to come into the all-cargo fleet. The shifting of MATS contracts from one carrier to another may free still more all-cargo aircraft. The additional planes come at a good time. Third quarter traffic is booming. Final quarter, which includes the heavy Christmas shipping season will top even the most optimistic estimates made earlier this year.

Louis J. Hector's resignation from the Civil Aeronautics Board deals a blow to the entire air cargo community. Mr. Hector, more than any other Board member in recent years, has exhibited real concern for the development of air cargo.

NEWS

TWA Trains Sights On Cargo In Strong Bid For Business

Trans World Airlines is making an all out bid to gain a slice of domestic and overseas cargo business. This month the carrier's new all cargo services will offer a combined domestic and international airlift potential of 1,157,000 available ton miles a month. TWA president Charles S. Thomas defined the move as "the most determined bid for domestic and overseas cargo business in TWA history. Airlines," he said, "have scarcely scratched the surface in air cargo. Its future is unlimited and now is the time to get into it."

TWA will fly 1049 H Super Constellation equipment on transcontinental schedules. The carrier has previously used Constellations on domestic all-cargo flights and the Super H has been used in international operations.

Thomas explained that the extra Super H equipment, especially designed for cargo operations, was made available at the conclusion of a year-long Military Air Transport Service Contract.

Initially, TWA has scheduled six daily domestic cargo flights with two coast to coast roundtrips and another between the east coast and the middle west. Monthly capacity on these flights will run about 4,148,000 available ton miles. Overseas, the airline will increase a single weekly all cargo flight to four roundtrips a week with a total available ton mileage of 2,079,000 per month.

Westbound, in the United States, one flight will operate nonstop from New York to Chicago continuing on to San Francisco. A second will operate between New York and Los Angeles stopping at Philadelphia and Chicago. A third will serve New York, Philadelphia, Pittsburgh, Indianapolis, St. Louis and Kansas City.

Eastbound, one flight will operate from Kansas City to Chicago and New York. Another originating in Los Angeles will stop at Kansas City, Chicago, Columbus and Philadelphia before terminating in New York. The San Francisco-New York cargo flight will serve Kansas City, St. Louis, Chicago and Pittsburgh.

Internationally, four Super H cargo flights will operate between New York

and Rome. Eastbound, two will serve Shannon, Paris and Geneva enroute, while the other two will fly nonstop to London and continue to Frankfurt and Zurich before terminating at Rome. The return schedule will cover the same route but with a stop in Milan.

Flights have been timed to leave Europe late in the day and will arrive in New York the next morning for clearance through customs. Loads will then be dispatched for same-day delivery to cities throughout the U.S. Schedules to Europe will leave at midnight to assure transfer of goods from the U.S. for early morning delivery in Europe.

Barnett-Air Dispatch Join Forwarding Services

A tie up between Barnett International Airfreight Corp. of New York, and Air Dispatch, Inc., Memphis Tenn. is aimed at lower air freight rates for small shippers.

Initially, the combined services of the two forwarders will be limited to 16 points of origin in the U.S. and 120 points of destination abroad. The pick-up service will eventually be extended to all major freight originating centers in the U.S. and to all important air destinations outside the country.

Under present plans, Air Dispatch will consolidate shipments in its operating area, and forward them to a point of exit. Barnett International

then takes over and recombines into consolidated shipments to overseas destinations where they are broken up and sent on, to consignees.

A single invoice will include the charges pick-up, documentation, domestic carriage, customs clearance at port of exit, and international carriage. It will also provide shipper-to-consignee, door-to-door insurance.

Describing the new service, Norman Barnett, executive vice president of Barnett International pointed out that "the greatest benefit we offer shippers is that of continued responsibility. We will pick up a shipment at a plant door and deliver it to its destination on only one form."

N. Atlantic Cargo Up; S&W Leads League

Cargo traffic between the U.S. and Europe jumped a respectable 50% during the second quarter of 1959. Westbound, 3655 tons were carried; Eastbound, the total reached 4137 tons.

Seaboard & Western Airlines led the North Atlantic League, carrying 1712 tons for the largest volume. Pan American World Airways was in second place with 1509 tons; KLM Royal Dutch Airlines tied down third with 1163 tons.

L.A.—Caracas Cargo Trips Started By Pan Am

West Coast shippers have a direct air link to South America thanks to Pan American World Airways regular weekly all-cargo service inaugurated last month between Los Angeles and Caracas, Venezuela. Pan Am flies the route with C-54 equipment capable of carrying 17,500 pounds.

Southbound flights depart Los Angeles on Saturdays at 11:45 p.m., arriving Houston, Sundays at 7 a.m., Guatemala City at 2:15 p.m., and Panama at 8:30 p.m. Flights leave Panama the next day at 9 a.m., arriv-

AIRBORNE

FREIGHT CORPORATION

FEATURING
"Jet-Speed"
SERVICE

Domestic and
International

379 OFFICES AROUND THE GLOBE

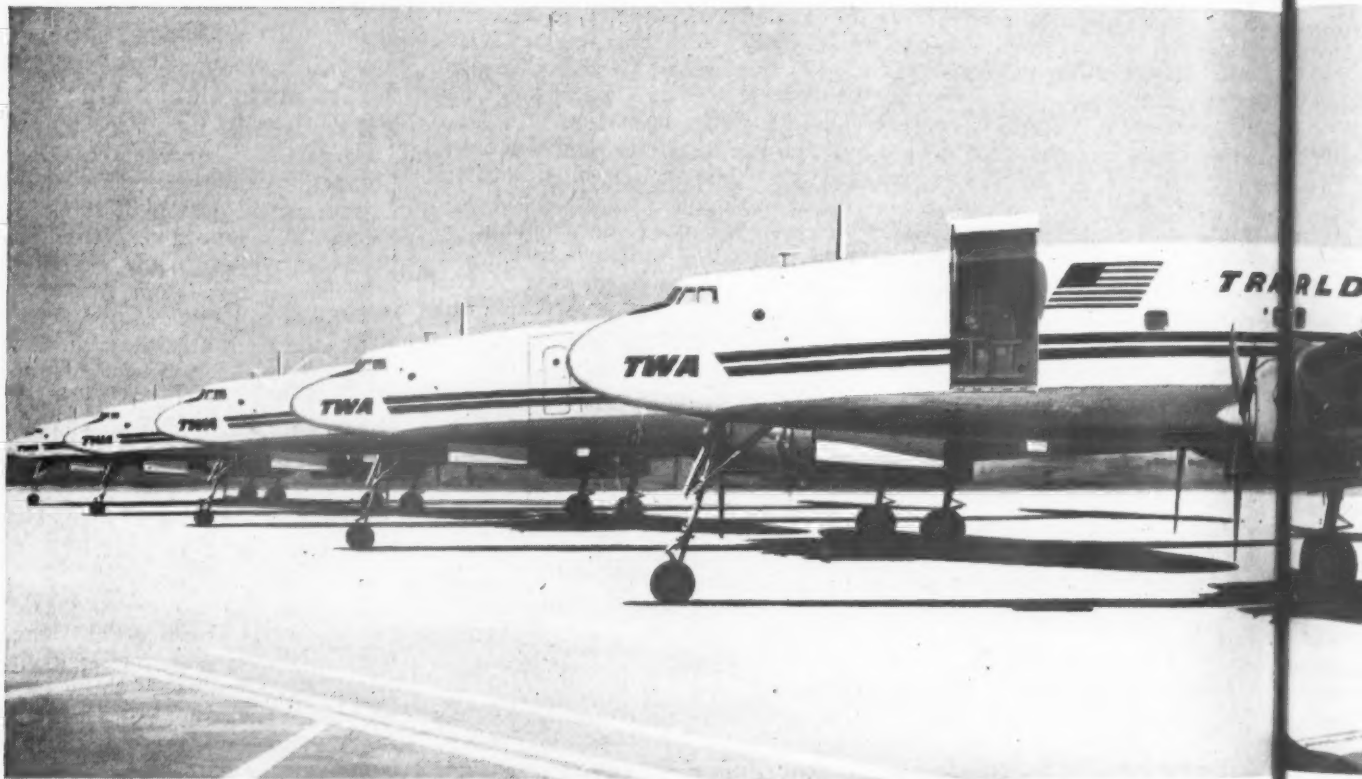
Let Airborne work out a faster, more
economical air cargo movement
to fit your exact needs...

Call your nearest Airborne office for an analysis of your
shipping problems... it's yours for the asking.

New York: OREGON 9-5656
Philadelphia: WALNUT 3-1034
Chicago: RELIANCE 5-8866
Seattle: CHERRY 2-0512
Portland: ATLANTIC 8-5877
San Francisco: JUPITER 5-4321
Los Angeles: MADISON 6-0503
HONOLULU: 85-988

COVERING THE U. S., ALASKA, HAWAII, MEXICO, CENTRAL AMERICA, SOUTH AMERICA, EUROPE AND ASIA

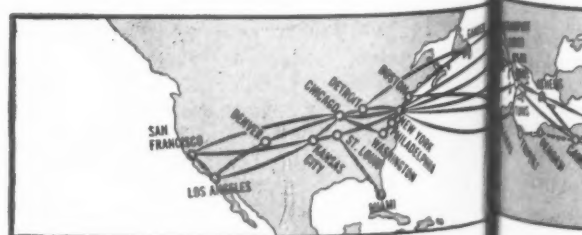
TWA'S EXPANDED ADDS MORE FLIGHTS.



Larger, faster Super Sky Merchant Fleet provides more daily service

- **Across The U.S.A.,** TWA's expanded Super Sky Merchant Fleet adds more flights to its existing service, offering more service with great, all-cargo Super-H Constellations, to provide the most complete scheduled air freight service. Daily service to New York, Philadelphia, Pittsburgh, Columbus, St. Louis, Kansas City, Chicago, Los Angeles and San Francisco.
- **Overseas to Europe,** TWA's new Super Sky Merchants now offer four transatlantic flights each week to provide service to Shannon, London, Frankfurt, Paris, Zurich, Geneva, Milan, Rome, and Athens.

*Whenever—whatever you ship, specify TWA.
Call your Freight Forwarder or your nearest
TWA Air Freight office today.*



OBKY MERCHANT FLEET S. OFFERS MORE SERVICE!

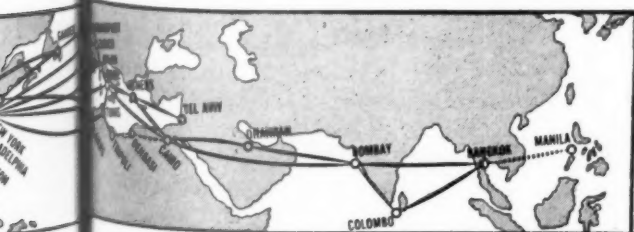


des mely scheduled air freight service than ever before

ore flight **Large Cargo Doors** permit handling of extra-length items, and make it possible to load
e most machinery and equipment without disassembling.

gh, Colum **Pressurized** and temperature-controlled cabins mean almost anything goes by TWA—from
animals and perishables to delicate electronic equipment.

atlantic **Spacious Compartments** and reinforced flooring do away with almost all restrictions on
, Milan, weight and size of your shipments.



AIR CARGO OCTOBER, 1959

SHIP THE FASTEST WAY
SHIP TWA
USA • EUROPE • AFRICA • ASIA

ing Caracas at 2:30 p.m. Mondays.

Northbound flights leave Caracas on Thursdays at 11 a.m., arriving Panama at 2:30 p.m. They leave Panama the next morning at 8:15 a.m., arriving San Salvador at 11:40 a.m., and Los Angeles at 11 p.m. Fridays.

At Caracas, the flights merge with Pan Am's all-cargo airliners operating along the South American east coast to Buenos Aires.

Shipments moving to South America on the new flight have included heavy machine equipment and parts, plastic

materials, chemicals, electronic equipment, cosmetics, newsreel films and household goods.

Northbound, the C-54s carry powdered coffee, animals, household goods, cut flowers and other products.

Air India Converts Connies To All-cargo Capability

Air India International is moving ahead on a plan to convert three L-1049 Super-G Constellations from pass-

enger to convertible all-cargo/passenger configuration. When conversion is completed the aircraft can be used as freighters, high density passenger planes or a combination of both.

Air India is planning to place the entire fleet in all cargo service on the Bombay-London route by late 1960. The Connies will have a freight payload of 34,500 pounds and usable cargo space of approximately 5,500 cubic feet.

Meanwhile, a Civil Aeronautics Board examiner has recommended Air India for a foreign air carrier permit to operate between points in India via intermediates in the Mideast, Europe and Iceland, Newfoundland and Canada to the terminal New York.

Expansive Cargo Buildings Urged By IATA

Ease of expansion should be of prime consideration in the design of cargo buildings according to a recent report on "Airports and Buildings and Aprons" by the International Air Transport Association. IATA reasoned that a flexible cargo building which could be easily expanded would minimize such minor crises as a switch in doorways of different internal arrangements.

To accomplish such a feat, IATA recommends that partitions between carrier locations should not be load bearing and should be capable of being relocated. The unit principle would govern construction of the cargo building. This would allow progressive expansion of new units. End walls should also be of a non-structural nature.

More specifically, the report recommended a minimum height of 16 feet in the cargo building ceilings. To accommodate "restricted" cargo, separate areas and adequate space within these areas for isolation would be provided. For unexposed film a separation of 15-30 feet from radioactive materials is required and for personnel a separation of 1-6 feet.

To loosen cargo flow, IATA recommended easy access to the cargo building from both the apron and the road. For special loading or unloading of heavy and bulky cargo, special space would be assigned on the cargo apron.

As an alternate, the main apron would be utilized in such a way that normal aircraft parking requirements would not be impeded.

The study was prepared by the IATA technical Secretariat located in the Terminal Centre Building, Montreal 3, P.Q., Canada, as a reference document for those concerned with the planning of airport buildings and aprons.



FRIENDLY service PERSONAL attention for all your shipments to EUROPE

Shipping to Ireland? Britain? Continental Europe? Call
IRISH AIR LINES today for efficient, friendly service.



IRISH AIR LINES

New York: 444 Madison Avenue, N. Y. 22 • Plaza 1-5040
Idlewild: Cargo Bldg. 82, N. Y. Int'l Airport • Olympia 6-6160
Boston: Statler Hilton Hotel • Phone: HUbbard 2-2023

We've CUT the ground anchor from Los Angeles Air Freight shipments

You won't lose the time you save in the air through slow ground hauling to and from the airport in Los Angeles. Your scheduled airline provides fast, dependable Atlantic Transfer service.

Modern, radio-equipped Atlantic Transfer trucks pick up and deliver air freight daily at Los Angeles airports... meet incoming and outgoing planes on time... make sure that every air shipment gets quick ground transportation.

For general hauling in Los Angeles, San Bernardino, Orange or Riverside Counties, contact Atlantic Transfer direct at MAdison 8-8121, or at the listed address.

1130 East Fifth Street, Los Angeles 13
Interstate and Intrastate Common Carrier



Profit From The Package

Through sound packaging techniques, shippers can score wide dollar gains and at the same time keep customers happy with a better product.

By WALLACE I. LONGSTRETH

WHEN there is a need for transportation, there is a need for packaging. And packaging must be the worry of everyone who is concerned with moving goods from here to there. The shipper, of course, wants his goods to arrive on time and in good condition. The ultimate user shares the shipper's feelings. The transportation agency, to please its customers, has to provide this damage-free transportation at reasonable rates, but can only do so if the product is properly packed.

The term "packaging" is too broad to be exactly defined, and there are few generalizations which can be applied to the subject. Packaging includes the fancy boxes a product may wear to stimulate sales—such as that used for perfume. It also includes the container used for protection from any number of hazards, or to make the product easier to handle. Packaging may even be used in conjunction with the product, such as the aerosol bomb-type packaging.

The cost of packaging, as a general thing, is no more capable of exact definition than the term itself. The national average packaging cost is about 12% of the product packed. Unfortunately, such a figure includes the \$1 worth of perfume in a \$2 bottle in a \$2 box; the \$5 box around a \$5000-piece of electronic gear; and the 24¢ box containing 12 dozen 3¢ bars of soap. How much the packaging should cost for any given product, depends entirely on the product and the circumstances.

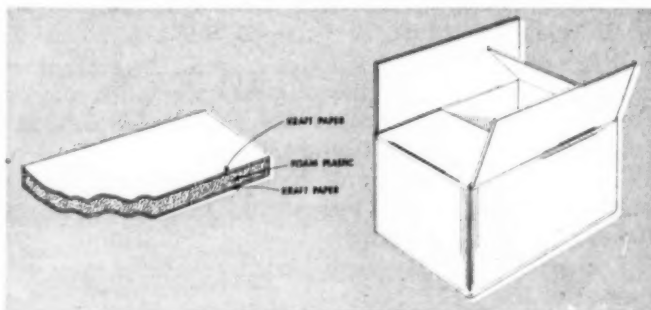
Even when the term packaging is limited to containers used to protect shipments during movement there are no hard and fast rules spelling out costs. Such a container is apt to be a minor part of the packaging operation and expense, according to Thomas P. Wharton, president of Packaging Consultants Incorporated, Washington, D.C.

Minor, though it is, the box, barrel, drum, or envelope is a starting point from which great savings can be realized.

No matter how the packaging is done, there is always another way to do it. As a matter of fact, most items may be packed in a number of ways, all good, which reflect differences in available material, the ultimate use of the product, and packaging philosophy.

For transportation by air, it is popularly assumed that packaging care can be reduced. This is not true, Wharton says. Air transportation may permit less packaging, but the packaging has to be just as carefully engineered for air as it is for surface. Most shipments by air are hauled to and from airports by trucks. Some travel part of the way to destination by train or ship. All shipments are subject to handling in the loading and unloading operations. The packaging, therefore, has to be sufficient for the total trip.

Recognizing good packaging by the layman is difficult. Recognizing bad packaging is almost as hard, except when the packaging results in excessive damage. For the most part, there is a tendency by shippers to feel that a package which takes a shipment from origin to destination without damage is good. Often overlooked when the claims record is considered is that no damage may be indicative of bad packaging. Bad, because no claims suggest over-protection of shipments—which is expensive.



Fome-Cor Board, a development of the St. Regis Paper Co., combines rigidity with strength and excellent insulating qualities.

Packaging with a purpose

One-of-a-kind shipments, such as computers costing thousands of dollars, need to be protected against unusual as well as the normal hazards of transportation. Run-of-the-mill items do not need the same sort of protection. Some damage should be expected, even desired. Under normal conditions, a properly packed item will not be hurt. But sometime, somewhere, a careless cargo handler will be able to inflict damage. To pay for packaging which protects every shipment against every possible hazard when only a few shipments might be hurt is akin to betting on every horse in a race. The better will have money on the winner, but he won't come out ahead.

By and large, the packaging specifications are determined by the organization originating the shipment. The Government is a notable exception, particularly, the Department of Defense. Defense tends to spell out exactly, even to describing the material to be used, how a shipment shall be packed.

More receivers of goods should do the same. Ultimately, the cost of packaging, as well as the cost of transportation, are borne by the man who buys the product—the receiver. Since the receiver is paying for the packaging, he ought to ask for what he wants.

Many receivers do not know what they want. They need help from a trained man—a packaging engineer, which Wharton defines as “a person who can do for \$1 what any darn fool can do for \$5.”

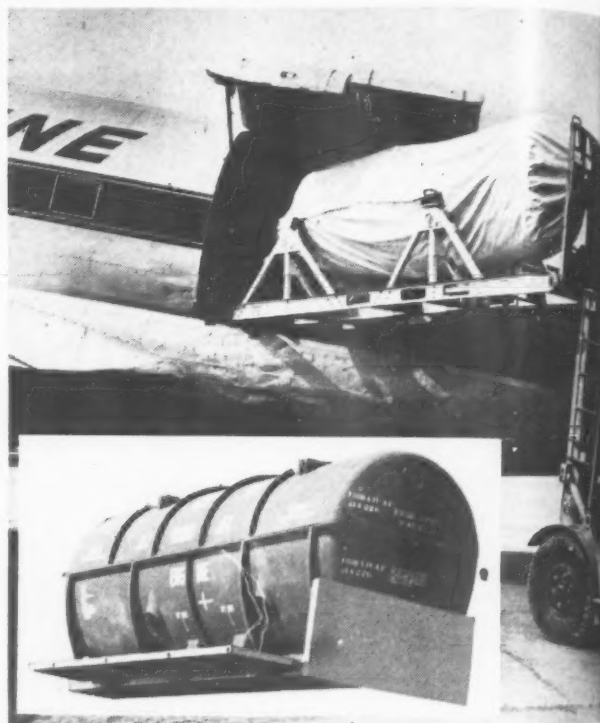
The packaging engineer knows where to look to spot trouble. High on the list of the areas which the engineer examines are:

CLAIMS. Constant, excessive damage, of course, requires revision of the packaging used. No damage probably means that products are too-expensively packed.

COSTS. Costs of packaging takes many forms. There is the cost of the container material itself. The cost of storing the container until used. The cost of assembling the container. The cost of filling, and of blocking or cushioning. Sealing the container costs, as does handling and unpacking. With the advent of air transportation as an important factor in distribution, weight of the packaging and the cube became cost items of real significance.

One of the fine examples of package engineering to cut down tare weight, and reduce cube is the pack developed for shipping jet engines by air from Pratt & Whitney in Hartford, Conn. to Boeing Airplane Company in Seattle. The engines are the turbojets used on the Boeing 707 transport.

For years, jet engines had been transported in metal cans. For the P&W J-57s and J-75s (powerplants for the Boeings), the metal cans weighed close to 3800 pounds. A lightweight shipping buck was designed for



Previous packaging of jet engines is a far cry from the engine buck and nylon cover developed by Boeing and the Flying Tiger Line.

the engines. The buck weighs a little under 500 pounds—about one-eighth the weight of the can. Furthermore, the buck cost about \$1200 new, as opposed to the \$1750 for a can.

For protection against dust and moisture, the jet engine, mounted on the buck, is covered with a nylon sleeve. Mounted and covered, the jet engines pass easily through the doors of the air freighters.

The buck and cover are the brainchild of Leo Meyers, traffic manager of Boeing, and John L. Higgins, vice president of The Flying Tiger Line.

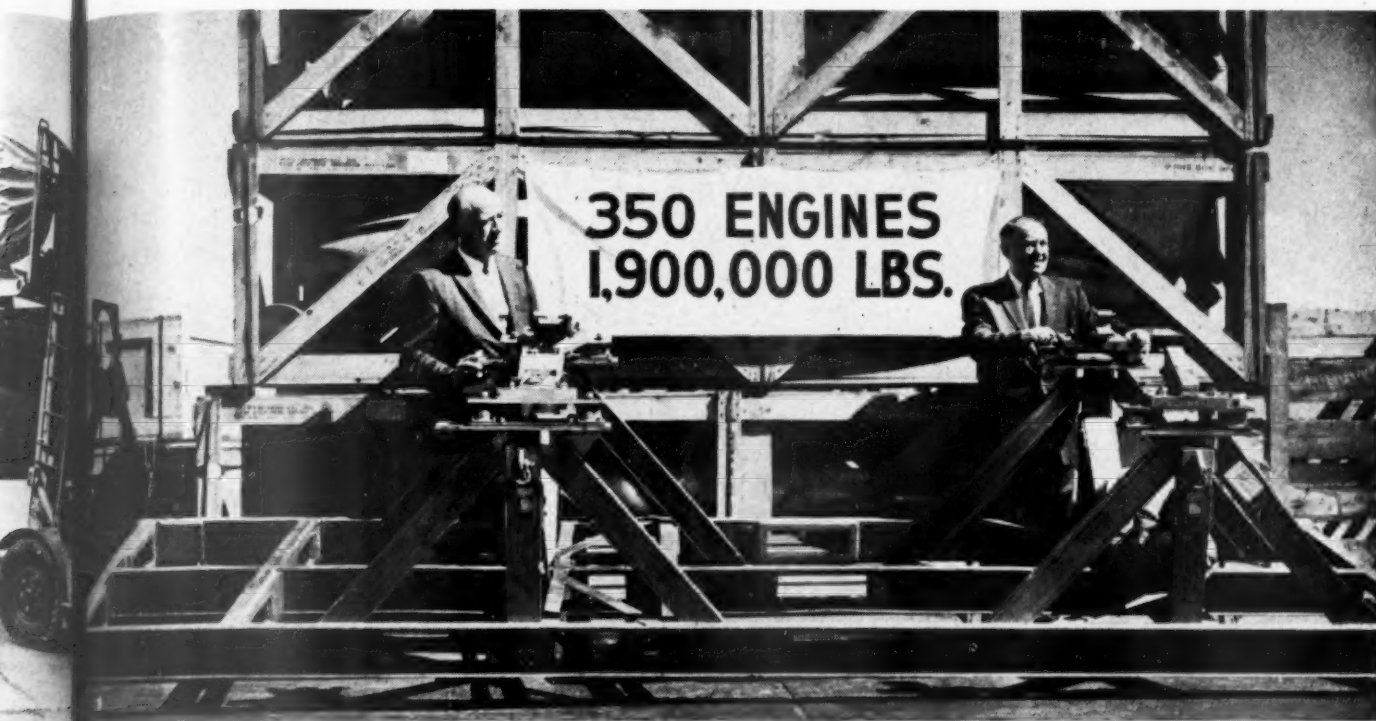
Because of this development, Boeing saves money on packaging material, transportation costs (reduced tare), handling, packaging and unpacking. The Tigers, so far, have hauled nearly 2,000,000 pounds of engines and realized thousands of dollars of air freight revenue.

The buck idea of Boeing and the Tigers has been used for more than two years and has been almost completely trouble free. So successful has it been that other concerns involved in the transportation of jet engines are switching to the buck and nylon sleeve.

Not so glamorous, but perhaps closer to the everyday field of packaging, is another case involving a redesign of a shipping carton for large, soft gaskets. The new carton produced immediate savings for the shipper and receiver and made life easier for the carrier involved.

When the packaging engineer was called in, because damage to shipments cried out for attention, he found the gaskets being carefully stacked, one atop another in an ordinary fibreboard box. The recipient of the gaskets complained that the lower layers of gaskets were being distorted by the weight of those above.

The redesigned container, which incorporated shallow trays in a much larger box, produced these results at the point of origin: the filling operation time (pre-



Since the airlift of jet engines began, the Tigers have hauled better than 2,000,000 pounds of this freight. With the buck are John L. Higgins, T.L. v.p. (left) and Leo Meyers, Boeing traffic manager.

ing the gaskets into the container) was reduced from two and one-third man hours (2 hours 20 minutes) to one-fifth of a man hour (12 minutes). The packer at the end of the production cycle simply dropped the gaskets into the trays, at random, rather than carefully stacking, then turned around and set the trays into the container. The increased capacity of the container allowed more gaskets to be shipped per unit of tare. Fewer containers meant fewer shipping papers, less sealing effort, and reduced man-hours of shipment handling.

At destination, the gaskets were received distortion free—the original purpose of the container redesign. Even more important, the trays permitted refinements in the production operation in which the gaskets were used.

Man-hours Reduced

Before the container was redesigned, the production line worker at the auto plant at the destination would unpack the gaskets and slip them on to his arm, like bracelets. Then return to the production line to peel off the gaskets, one at a time, as needed. With the new trays, tray and worker stand at the production line. Each gasket needed is immediately available without the time loss required to load up an arm, one gasket at a time.

For the carrier involved in transporting the gaskets, the redesigned container meant less paperwork, less handling, and much happier customers.

While it is properly the bailiwick of the shipper and the receiver to initiate changes in packaging procedures, carriers very often can be the agency responsible for improvements. This has been particularly true of airlines.

Airlines have opened marketing doors for innumerable products. Flowers, for example, used to be limited

in distribution to a few hundred miles from the site of growth. Today, flower traffic is one of the biggest single items moving in air freight—and the flowers move thousands of miles to market. Flower growers and the airlines have learned much about how flowers should be packed. Through many tests adequate packaging has been developed for flowers, but the addition of new insulating materials promises even better shipping containers.

New insulating materials have figured prominently in the greater distribution of live vaccines and blood. In one instance involving blood serum, a heavy wooden container with protruding handles was replaced by a packaging engineer with a corrugated fibreboard container which weighed one-third less than the wooden box. The new container maintained equal or better heat insulation and eliminated breakage.

Other perishables have brought other changes, some of which can be applied to many not-so-perishable items.

The St. Regis Paper Company has a product, Fome-Cor Board, which was developed for flower shippers. The board uses a layer of foamed plastic faced with heavy kraft paper. Two requirements were paramount. The product had to be strong and rigid, and it had to protect the flowers from heat and cold. It satisfied both requirements. Rigidity and toughness tests proved that containers of Fome-Cor could be used as packaging for rifles, and other heavy, durable items.

This is the sort of thing which becomes the reason for the packaging engineer's being. With his specialized knowledge and experience, he can investigate and define the problems. Then, by application of known scientific principles, he can come up with a practical, economical solution, sparing the shipper, the receiver, and the carrier the time-consuming, expensive, trial and error system of solving problems.

NOW ON CONTINENTAL AIRLINES

GOLDEN JET CARGO SERVICE



Continental's Custom-Built Boeing 707

1959 is the Silver Anniversary Year of America's Gold Carpet Airlines

SAME-DAY DELIVERY between CHICAGO and LOS ANGELES

Now Continental's Golden Jet Boeing 707's make 12 flights daily between Chicago and Los Angeles. 4 flights serve Denver enroute and 2 serve Kansas City. It's the only pure jet cargo service to or from Denver and it's the only pure jet cargo service between Chicago and Kansas City.

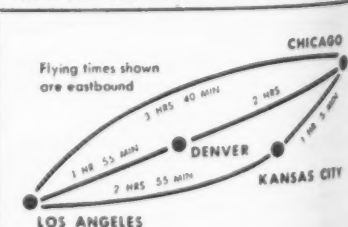
In addition to all this Golden Jet service, Continental offers Jet Power

Viscount II and DC-7B cargo service to most of the major cities of the West and Southwest.

Because all our passenger flights carry cargo, our passenger timetable is your freight schedule. For additional information contact your local freight forwarder, or write: Mr. Elden D. Brown, Cargo Sales Manager, Continental Airlines, Stapleton Field, Denver, Colo.

NEW! Low deferred freight rates now available between Chicago, Kansas City, Denver, Los Angeles

THESE ARE THE ROUTES OF THE GOLDEN JET



3 non-stops daily between Chicago and Los Angeles. Plus the new service to Denver and Kansas City.



E



et Airline

ight rates
Chicago
Angeles

GOLDEN JT

CHICAGO



KANSAS CITY

Chicago
new serv-
City.

AIR CARGO

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment	G-17—G-25
AIRLINES DECODING	G-48
AIRWAYBILL PREFIX NUMBERS	G-48
ANIMALS (Carrier's Conditions of Acceptance)	G-26—G-28
CODES and SYMBOLS	G-16
EMBARGOES	G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL . .	G-31—G-42
GREYHOUND (AIR-BUS-AIR) INTERCHANGE	G-15
PICK UP and DELIVERY	G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet).	G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT	G-47
TELEPHONE NUMBERS (Air Freight Information)	G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance).	G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY	G-2—G-15

See PART II SEPTEMBER-OCTOBER FOR LISTINGS BELOW

AIRCRAFT CHARTS	63
AIR MAIL	
U. S. — DOMESTIC AIR PARCEL POST	2
AIR EXPRESS	3
AIR FREIGHT	3
CONVERSION TABLES — Currency	8
Pounds to kilograms and kilograms to pounds	7
Kilogram rate to pound rate	6
CARRIERS TERMS	
Acceptance of Live Animals and Unusual Shipments	24
Acceptance of Human Remains	25
Acceptance of Perishables	25
Acceptance of Unusual Shipments	25
DOCUMENTARY REQUIREMENTS (By Country)	10
INTERNATIONAL STATION DIRECTORY	35
RATES	
Alaskan General Commodity	34
Minimum Charges (U. S. Domestic Scheduled Carriers).	33
Specific Commodity — Transatlantic	81
Transpacific	84
U. S. A. — Latin America	80
U. S. A. — Alaska General Commodity	34
U. S. A. Domestic General Commodity	26
World Wide General Commodity	70
Valuation Charges and Insurance (International).	5
RESTRICTED ARTICLES AND LABELS	22

U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

Ⓢ indicating freight service only or
ⓔ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓢ indicating freight service only or
ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.

A—available at airport only
C—available in city only
AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR		Baldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOM		General 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI		OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH		Federal 2-5787	3	200	C	C	DAL		No Service Available	
ATNSWORTH, NEB.	ANW		373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK										
	AA		Tyler 6-2315	9	250	C	A	AC		.65	1.75
	CA		Tyler 6-2303	3,4	250	C	A	AC		.65	1.75
	EA		Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
	FT		Tyler 6-2353							.50	1.50
	UA		Tyler 6-2361	6	200	C	A	AC		.65	1.75
ALAMOGORDO, N.M.	HMN		HElock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS		JU 9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY		HE-2-0525	9,19	200	C	A	DEN		.45	.95
	SO		HE-6-2418	3	100	C	A	DEN		.45	.95
ALBANY, N.Y.	ALB		Union 9-5321	7,8,19	200	C	C	AC	G	.60	1.40
	EA		Albany 4-8223							.60	1.40
	MO		Union 9-5339	9,3	200	C	C	AC		.60	1.40
	TW		Union 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO		Plaza 3-4232	3	150	C	A	PEX		No Service Available	
ALBUQUERQUE, N.M.	ABQ		Chapel 2-5219	9,3,22	200	A	A	ELP	G	.40	.85
	FL		Chapel 7-1473	3,9	200	A	A	ELP		.40	.85
	TW		3-1705	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX		4471	9,3	300	C	C	BTR		.60	1.20
	TT									.60	1.20
ALLENTOWN, PA.	ABE		CO-4-0557	19	200	A	A	PHL	G	.50	1.35
	TW		Congress 4-0597	19	400	A	A	PHL		.50	1.35
	UA		Congress 4-0512	9	300	A	A	PHL		.50	1.35
ALLIANCE, NEB.	ATA		353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MSP									No Service Available	
ALTOONA, PA.	AOO		HO-5-2044	3	150	C		PIT	G	.55	1.75
A AND M COLLEGE, TEX.		See Bryan, Tex.									
AMARILLO, TEX.	AMA		DR-6-9373	9,10	500	C	C	DAL	G	.80	1.35
	CN		DRake 3-5830	3	200	C	C	DAL		.80	1.35
	CO		DR 3-4326	3	200	C	C	DAL		.80	1.35
	TW		DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. *	ANA			20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC		2-0131	3,4	1000	A	A	AC		1.00	2.00
	CD		41661	6,10,15A	2000	A	A	AC		1.00	2.00
	NW		27531	16,4,8		A	A	AC		1.00	2.00
	PN		CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANDERSON, S.C.	AND	See Detroit, Mich.									
ANN ARBOR, MICH.	ANN		Adams 6-8238	4,6,10,15,2	1500						
ANNISTON, ALA.	ANB		Adams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV		Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW		Regent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV									No Service Available	
ARMORE, OKLA.	APD		141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N.C.	AVL		2-2404	3	150	A	C	INT	G	.60	1.20
	DL		AL-2-7601	3	200	A	C	INT		.60	1.20
	FL		AL 25061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, PI								Apply Huntington Rates	
ASHLAND, WISC.	ASX		Murdock 2-6653	3	200	C		C		No Service Available	
ASTORIA, ORE.	AST		Walnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHM		LI-81364	3	100	C	A	ATL		.65	1.35
ATHOL, MASS.	ORR	See Orange, Mass.									
ATLANTA, GA.	ATL		Poplar 1-8811	3,22,8	250	A	A	C		.50	1.55
	DL		Poplar 6-5315	9,3,5,10,8,19,1-4,53	6000	A	A	C		.50	1.55
	EA		PO-7-0221	7,8,16,10,19,52,9	900	A	A	C		.50	1.55
	RD		Poplar 6-2711	1	6000	A	A	C		.50	1.55
	SO		Poplar 6-5321	3	200	A	A	C		.50	1.55
	TW		Popular 6-9655	7	250	A	A	C		.50	1.55
ATLANTIC CITY, N.J.	ACT		Pleasantville 2458	3,19	150	A	A	PHL		.55	1.10
	EA		Pleasantville 2500	19	200	A	A	PHL		.55	1.10
AUBURN, ME.	LEW	See Lewiston, Me.									
AUGUSTA, GA.	AGS		2-8814	9,3	300	C	A	ATL	G	.75	1.50
	EA		2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG		Mayfair 2-1351	3	200	A	C	PWM		.50	1.25
AUSTIN, TEX.	AUS		HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
	CO		HO-5-6515	9,3	200	A	C	SAT		.50	1.25
	TT		HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	YBC										
BAKER, ORE.	BKE		ENT 461	3	200	C	C	PEX		No Service Available	
BAKERSFIELD, CALIF.	BFL		Export 9-2921	9	150	A	C	LAX	G	.40	.95
	PC		Export 9-1771	3,19	200	A	C	LAX		.75	1.60
BALTIMORE, MD.	BAL		Saratoga 7-3210	9,15,50A,5	6000	A	A	C	G	.75	1.60
	AL		Southfield 1-1300	3	150	A	A	C		.75	1.60
	CA		Saratoga 7-1063	4,22	250	A	A	C		.75	1.60
	DL		Southfield 6-2100	6	200	A	A	C		.75	1.60
	EA		Millberry 5-7718	19,7,8,10	200	A	A	C		.75	1.60
	NA		Southfield 1-0603	9,6	200	A	A	C		.75	1.60
	NE	(Service Suspended)									
	PA	(Service Suspended)									
	RD	(Service Suspended)									
	TW		Saratoga 7-1303	8,19,50	400	A	A	C		.75	1.50
	UA		Southfield 6-7600	9,10	300	A	A	C		.75	1.50

(Concluded)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
BARBERS, NE.	BGR	NE.	7314	3	200	A	A	C		.50	1.00
BARBERS, NE.	BGR	NE Seasonal	Normandy 7-2573	3	200	C				No Service Available	
BARRE, VT.	MPV	See Montpelier, Vt.	147	3	200	C				Seasonal	
BARSTOW, OKLA.	BFO	CO.	636	3	200	C	C	MEC		.55	1.10
BARSTOW, OKLA.	BFO	CO.	636	3	200	C	C	MEC		.55	1.10
BARSTOW, OKLA.	BFO	See Greybull, Wyo.		3	200	C	C				
BARSTOW, OKLA.	BFO	DL.	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
BARSTOW, OKLA.	BFO	EA.	EL 5-2581	19,8,9	200	C	C	C		.55	1.25
BARSTOW, OKLA.	BFO	SO.	EL 7-1488	3	100	C	C	C		.55	1.25
BARSTOW, OKLA.	BFO	NO.	Woodward 3-1541	3,9	200	A				No Service Available	
BARSTOW, OKLA.	BFO	See Saginaw, Mich.		3	200						
BARSTOW, OKLA.	BFO	See Morehead City, N.C.		3	200						
BARSTOW, OKLA.	BFO	FL.	CA 3-5312	3	200			OMA		No Service Available	
BARSTOW, OKLA.	BFO	DL.	TE-5-7541	9	300	C	A	C	G	.55	1.50
BARSTOW, OKLA.	BFO	EA.	TE-5-4573	19,8,9	200	C	A	C		.55	1.50
BARSTOW, OKLA.	BFO	TT.	TE-5-1425	3	150	C	A	C		.55	1.50
BARSTOW, OKLA.	BFO	PI.	Clifford 2-2314	3	100	C	C	CVG		No Service Available	
BARSTOW, OKLA.	BFO	TT.	FL-8-4727	3	150	C				No Service Available	
BARSTOW, OKLA.	BFO	See Phillipsburg, Pa.		3	200	C	C	AC		No Service Available	
BARSTOW, OKLA.	BFO	CO.	RRgent 4-4100	9	200	C	C	AC		No Service Available	
BARSTOW, OKLA.	BFO	NO.	Emerson 5-3473	3	200	C	C			No Service Available	
BARSTOW, OKLA.	BFO	NO.	Plaza 1-5009	3	200	C	C			No Service Available	
BARSTOW, OKLA.	BFO	WA.	Lincoln 8-2118	3	150	C	C	FTX		No Service Available	
BARSTOW, OKLA.	BFO	NE Seasonal	Milan 2011	3	200	A		LMH		No Service Available	
BARSTOW, OKLA.	BFO	EA.	9931	7	200			A			
BARSTOW, OKLA.	BFO	NDA	1055	11	600			A			
BARSTOW, OKLA.	BFO	FAA	See Allentown, Pa.	3	200	C	C	SAT	G	.40	1.00
BARSTOW, OKLA.	BFO	CO.	Alpharet 4-8971	3	200	C	C	GTF	G	.50	1.25
BARSTOW, OKLA.	BFO	FL.	2-3466	3	200	A	A	GTF	G	.50	1.25
BARSTOW, OKLA.	BFO	WA.	Alpine 2-7161	6	300	A	A	GTF	G	.50	1.25
BARSTOW, OKLA.	BFO	WA.	2-5161	6	200	A	A	GTF	G	.50	1.25
BARSTOW, OKLA.	BFO	See Gulfport, Miss.		19	200	C	C	SYR	G	.45	.95
BARSTOW, OKLA.	BFO	EA.	Binghamton 9-1591	23	10000	C	C	SYR		.50	1.00
BARSTOW, OKLA.	BFO	MT.	7-1263	9,3	200	C	C	SYR		.50	1.00
BARSTOW, OKLA.	BFO	TV.	9-1576	19	250	C	C	SYR		.50	1.00
BARSTOW, OKLA.	BFO	CA.	Worth 1-6192	3,22,8	250	A	A	C		.60	1.20
BARSTOW, OKLA.	BFO	DL.	Lyric 2-9605	9,5,7,1-A	2000	A	A	C		.60	1.20
BARSTOW, OKLA.	BFO	EA.	WO-1-4631	8,7,19,9,10	200	A	A	C		.60	1.20
BARSTOW, OKLA.	BFO	SO.	WO-1-3737	3	100	A	A	C		.60	1.20
BARSTOW, OKLA.	BFO	See Douglas, Ariz.		3	200	A	A	MSP		No Service Available	
BARSTOW, OKLA.	BFO	FL.	CA-3-3272	3	200	A	A	MSP		No Service Available	
BARSTOW, OKLA.	BFO	NO.	Capital 3-5640	3	200	A	A	MSP		No Service Available	
BARSTOW, OKLA.	BFO	NW.	Capital 3-7400	4,6	200	A	A	MSP		No Service Available	
BARSTOW, OKLA.	BFO	GE.	5-2840	3,54	200					.45	1.25
BARSTOW, OKLA.	BFO	LC.	Valley 5-2611	3	200	C		INT	G	.50	1.00
BARSTOW, OKLA.	BFO	PI.	Davenport 7-6141	3	100	C		SAN		No Service Available	
BARSTOW, OKLA.	BFO	BL.	16-F-3	3	200	C	C			No Service Available	
BARSTOW, OKLA.	BFO	SO.	RRgent 9-6343	3	100			SPO	G	.40	.85
BARSTOW, OKLA.	BFO	UA.	Boise 3-2521	4,5,6	400	C	A	GEG		.40	.85
BARSTOW, OKLA.	BFO	WC.	Boise 2-3661	3	150	A	A	DAL		No Service Available	
BARSTOW, OKLA.	BFO	CN.	BRoadway 3-2818	3	200	C	A	AC	G	.70	1.40
BARSTOW, OKLA.	BFO	AA.	Liberty 2-5470	9,5,15,10,52,50A	6000	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	AET	Hibbard 2-2025	7	550			AC		.70	1.40
BARSTOW, OKLA.	BFO	AF.	Copley 7-5350	7	200	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	AZ.	Hancock 6-2373	10	440	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	BA.		11,8	1100	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	BOAC.		220				AC		.70	1.40
BARSTOW, OKLA.	BFO	EA.	Logan 7-4466	8,7,19,10,52	200	A	A	AC		.55	1.25
BARSTOW, OKLA.	BFO	FT.	Logan 7-6161	23	10000	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	MO.	E. Boston 7-6600	9,3	200	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	NA.	Logan 7-7600	9,5,6,52	200	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	NE.	Logan 7-8300	3,6,22	200	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	PA.	HU 2-1747	6,10	600	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	RD (Service Suspended)		1	6000	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	TC.	Liberty 2-6070	22	200	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	TW.	Copley 7-7225	8,19	600	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	UA.	Logan 7-4500	9,5,10,6,15	4000	A	A	AC		.70	1.40
BARSTOW, OKLA.	BFO	See Las Vegas, Nev.		19	200	A	A	RMA	G	.35	.50
BARSTOW, OKLA.	BFO	EA.	VI-2-1601	4	200	C	C	GTF		No Service Available	
BARSTOW, OKLA.	BFO	NW.	Juniper 6-6026	3,19	150	C				.55	1.50
BARSTOW, OKLA.	BFO	AL.	2-3551	3	200	C				No Service Available	
BARSTOW, OKLA.	BFO	TT.	2110	3	200	C				No Service Available	
BARSTOW, OKLA.	BFO	NO.	5531	3	200	C	C			No Service Available	
BARSTOW, OKLA.	BFO	TC.	5328	3	200	C	C			.50	1.00
BARSTOW, OKLA.	BFO	CO.		3	200	C	C			.50	1.00
BARSTOW, OKLA.	BFO	AA.	Edison 7-1279	9	500	A		C	G	.60	1.35
BARSTOW, OKLA.	BFO	NY.		19	200					.60	1.35
BARSTOW, OKLA.	BFO	CA.	South 2510	3	150	C	C	INT	G	.50	1.10
BARSTOW, OKLA.	BFO	PI.	South 4-2123	3	100	C	C	INT	G	.50	1.10
BARSTOW, OKLA.	BFO	NO.	Myrtle 2-2721	3	200	A	C	DMA		No Service Available	
BARSTOW, OKLA.	BFO	BN.	Lincoln 2-7431	9	200	A	A	AC		.35	.75
BARSTOW, OKLA.	BFO	EA.	LI-6-1694	6	500	A	A	AC		.35	.75
BARSTOW, OKLA.	BFO	PA.	2-5360	3	150	C		DAL		No Service Available	
BARSTOW, OKLA.	BFO	DL.	107	3	200	C	C	C	G	.40	.85
BARSTOW, OKLA.	BFO	EA.	2707	19	200	C	C	C		.40	.85
BARSTOW, OKLA.	BFO	CO.	VI-6-4789	3,9	200	C	C	SAT	G	.55	1.10
BARSTOW, OKLA.	BFO	AA.	Plaza 6007	9,5,15,10	6000	A	C	AC	G	.50	1.65
BARSTOW, OKLA.	BFO	AL.	Spring 4800	3	150	A	C	AC		.50	1.65
BARSTOW, OKLA.	BFO	CA.	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
BARSTOW, OKLA.	BFO	FT.	Plaza 3071	Served through CLE/BOM	10000	A	C	AC		.50	1.65
BARSTOW, OKLA.	BFO	LC	Spring 8282	3	200	A	C	AC		.50	1.65
BARSTOW, OKLA.	BFO	MO.	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BARSTOW, OKLA.	BFO	See Los Angeles, Calif.		150		A		GFT		No Service Available	
BARSTOW, OKLA.	BFO	WC 850A	Orchard 8-7402	3,54	200	A	A	PIA		.50	1.50
BARSTOW, OKLA.	BFO	CO 515	Plaza 2-262	7,8,19	200	A	C	AC		No Service Available	
BARSTOW, OKLA.	BFO	EA.	4-6814	3	200	A	C	AC		No Service Available	
BARSTOW, OKLA.	BFO	NE.	4-5745	4	200	A	A	GTF	G	.55	1.35
BARSTOW, OKLA.	BFO	NW.	6489	9	200	A	A	GTF		.55	1.35
BARSTOW, OKLA.	BFO	WA.	6555	3,7,13,22,12	200	C	C	C		.50	1.00
BARSTOW, OKLA.	BFO	TC.	Amherst 9-1381	9	200	C	C	C		.50	1.00
BARSTOW, OKLA.	BFO	CP.	Amherst 2-4970	6	200	C	C	C		.50	1.00
BARSTOW, OKLA.	BFO	WA.	Chester 7-0176	3	200	C	C	C			
BARSTOW, OKLA.	BFO	See Houghton, Mich.		3	200						
BARSTOW, OKLA.	BFO	See Easton, Pa.		3	200						
BARSTOW, OKLA.	BFO	See Boston, Mass.		3	200						
BARSTOW, OKLA.	BFO	TT.	TE-6-5784	3	150	C				No Service Available	
BARSTOW, OKLA.	BFO	See Philadelphia, Pa.		3	200	C	A	STL			
BARSTOW, OKLA.	BFO	See Akron, Ohio		3,54	200	C					
BARSTOW, OKLA.	BFO	OZ Suspended	5-6064	3,54	200	C					
BARSTOW, OKLA.	BFO	AL (Service Suspended)		9,3	200	C	C	ELP		No Service Available	
BARSTOW, OKLA.	BFO	CO.	Tuxedo-5-2992	9,3	200	C	C			No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minimum	
CARMEL, CALIF.		See Monterey, Calif.										CARMEL, CALIF.
CASPER, WYO.	CPR	FL	2-7135	3	200	C	C	DEN . . . . .		.50		CASPER, WYO.
		WA	3-3777	9	200	C	C	DEN . . . . .		.55	1.35	
CASTLEBAR, B. C.	YOG	CP		9	200	C	C					CASTLEBAR, B. C.
CEDAR CITY, UTAH	CDC	BL	JUniper 6-9741	3	200	C	C	LAX		No Service Available		CEDAR CITY, UTAH
CEDAR FALLS, IOWA		See Waterloo, Iowa										CEDAR FALLS, IOWA
CEDAR RAPIDS, IOWA	CID	UA	Empire 4-2481	9	200	C	C	OMA . . . . .		.55	1.10	
		OZ	Empire 2-1103	3,54	200	C	C	OMA . . . . .		.55	1.10	
CHADRON, NEB.	CDR	FL	HE 2-2055	3	200	C	C	DEN		No Service Available		CHADRON, NEB.
CHAMPAIGN, ILL.	CHI	OZ	6-7271	3,54	200		A . . . . .			.65	1.25	CHAMPAIGN, ILL.
CHARLESTON, ILL.		See Mattoon, Ill.										CHARLESTON, ILL.
CHARLESTON, S.C.	CHS	DL	4-2567	9	300	A	C	C	G . . . . .	.75	1.50	
		EA	4-3311	19,9,10	200	A	C	C . . . . .		.75	1.50	
		NA	Sherwood 4-4256	9	200	A	C	C . . . . .		.75	1.50	
CHARLESTON, W. VA.	CHW	AA	Dickens 6-6204	9	250	A	A	CVG	G . . . . .	.55	1.45	
		CA	2-8007	3,22,8	250	A	A	CVG . . . . .		.55	1.45	
		EA	DI-6-0308	19,7,9	200	A	A	CVG . . . . .		.55	1.45	
		PT	Dickens 6-0691	3	100	A	A	CVG . . . . .		.55	1.45	
CHARLOTTE, N.C.	CLT	CA	Express 9-0773	3,22	150	A	A	INT	G . . . . .	.50	1.25	
		DL	Express 9-0487	9,8,1-A	4000	A	A	INT . . . . .		.50	1.25	
		EA	EX-9-3331	8,16,7,19,9,10	500	A	A	INT . . . . .		.50	1.25	
		PT	Express 9-3371	3	100	A	A	INT . . . . .		.50	1.25	
		SO	EX-9-7474	3	100	A	A	INT . . . . .		.50	1.25	
CHARLOTTETOWN	YYQ	MAR	7361	1,3,4	500	A	A	A				CHARLOTTETOWN
CHARLOTTESVILLE, VA.	CHO	PT	3-5158	3	100	C	C	DCA . . . . .		.70	1.40	
CHATTANOOGA, TENN.	CHA	BN	MA 23701	9	200	C	C	C	G . . . . .	.65	1.30	
		CA	9-3103	22,8	250	C	C	C . . . . .		.65	1.30	
		EA	MA-2-8336	9,3	400	C	C	C . . . . .		.65	1.30	
		DL	MA-9-6101	19,9,7,10	200	C	C	C . . . . .		.65	1.30	
CHRYSLER, MICH.	FLH	CA	1499	3,4	150	C		C . . . . .		.35 . . . . .	.75	
CHEYENNE, WYO.	CYS	FL	2-0551	3	200	A	C	DEN	G . . . . .	.60	1.25	
		UA	7-7722	9	200	A	C	DEN . . . . .		.60	1.25	
		WA	8-8916	6	200	A	C	DEN . . . . .		.60	1.25	
CHICAGO, ILL.												CHICAGO, ILL.
Midway Airport	MW	AA	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G . . . . .	.70	1.75	
		AF	State 1-1250	7	200	A	A	AC . . . . .		.70	1.75	
		BN	Portsmouth 7-5028	5,9,10,52,1	2000	A	A	AC . . . . .		.70	1.75	
		CA	Portsmouth 7-2266	3,4,22	250	A	A	AC . . . . .		.70	1.75	
		CO	Ludlow 5-6800	10,22	200	A	A	A . . . . .		.70	1.75	
		DL	PO-7-1900	9,5,10,1-A	6000	A	A	AC . . . . .		.70	1.75	
		EA	Reliance 5-2211	10,8,7,19,52,9	200	A	A	AC . . . . .		.70	1.75	
		PT	Portsmouth 7-8200	23	10000	A	A	AC . . . . .		.70	1.75	
		LC	Portsmouth 7-7180	3	200	A	A	AC . . . . .		.70	1.75	
		LH	Andover 3-6670			A	A	AC . . . . .		.70	1.75	
		NO	Ludlow 5-1020	3,9	200	A	A	AC . . . . .		.70	1.75	
		NW	Randolph 6-9562	11,10,4,6,32,2	300	A	A	AC . . . . .		.70	1.75	
		OE	Ludlow 5-1952	3,54	200	A	A	AC . . . . .		.70	1.75	
		RD	Ludlow 2-4040	1	10000	A	A	AC . . . . .		.70	1.75	
		TC	Randolph 6-3644	22	200	A	A	AC . . . . .		.70	1.75	
		TV	Portsmouth 2-7666	8,7,19,8A,23	6000	A	A	AC . . . . .		.70	1.75	
		UA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC . . . . .		.70	1.75	
O'Hare Field	ORD	AA	Gladstone 5-4308	9,5,30A	6000	C	A	C	G . . . . .	.70	1.75	
		BA	DEarborn 2-7744	10	1100	C	A	C . . . . .		.70	1.75	
		BN	GL-5-4310	5,9,10,52,1	200	C	A	C . . . . .		.70	1.75	
		CA	Portsmouth 7-2266	3,4,22	250	C	A	C . . . . .		.70	1.75	
		CO		50	500	C	A	C . . . . .		.70	1.75	
		DL	National 5-6600	9,53	300	C	A	C . . . . .		.70	1.75	
		EA	Reliance 5-2211	7,10,19	200	C	A	C . . . . .		.70	1.75	
		NO	Ludlow 5-1020	3	200	C	A	C . . . . .		.70	1.75	
		NW		4	200							
		PA	DE 2-4900	10	600	C	A	C . . . . .		.70	1.75	
		TV	DEarborn 2-7666	8,19,50	400	C	A	C . . . . .		.70	1.75	
		UA	Gladstone 5-3125	9,5,10,6	400	C	A	C . . . . .		.70	1.75	
CHICO, CAL.	CIC	PC	Fireside 2-3007	3,19	200	C	A	SPO		No Service Available		CHICO, CAL.
CHISHOLM, MINN.	CHS	See Hibbing, Minn.										CHISHOLM, MINN.
CINCINNATI, OHIO	CVG	AA	Dixie 1-5600	9,5,10,15	6000	C	C	C	G . . . . .	.65	1.60	
		AX-(Service Suspended)										
		DL	Dixie 1-5884	9,1-A,3,5,10,19	6000	C	C	C . . . . .		.65	1.60	
		EA										
		LC	Dixie 1-4450	3	200	C	C	C	G . . . . .	.65	1.60	
		PT	Garfield 1-1315	3	100	C	C	C . . . . .		.65	1.60	
		RD-(Service Suspended)										
		TV	Dixie 8974	8,19	400	C	C	C . . . . .		.65	1.60	
CLARKSBURG, W.VA.	CKB	CA	Victor 2-3331	3	150	C		PIT		No Service Available		CLARKSBURG, W.VA.
CLARKSTON, WASH.	CWS	See Lewiston, Idaho										CLARKSTON, WASH.
CLARKSVILLE, TENN.	CKV	OZ	Idlewood 9-5188	3,54	200					No Service Available		CLARKSVILLE, TENN.
CLEARFIELD, PA.	PSB	See Philipsburg, Pa.										CLEARFIELD, PA.
CLEARWATER, FLA.	PTE	See St. Petersburg, Fla.										CLEARWATER, FLA.
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421	9,5,10	600	A	A	AC	G . . . . .	.85	1.95	
		AL	Tower 2-0216	3,19	150	A	A	AC . . . . .		.85	1.95	
		AX-(Service Suspended)										
		CA	Clearwater 1-0913	4,8,22	250	A	A	AC . . . . .		.85	1.95	
		EA	CL-1-8870	9,7,19,52,10	200	A	A	AC . . . . .		.85	1.95	
		FT	Winton 1-5777	23	10000	A	A	AC . . . . .		.85	1.95	
		LC	Clearwater 2-5050	3	200	A	A	AC . . . . .		.85	1.95	
		NW	Winton 1-2442	11,6	300	A	A	AC . . . . .		.85	1.95	
		RD	Clearwater 2-4270	1	6000	A	A	AC . . . . .		.85	1.95	
		TC	Superior 1-5595	22	200	A	A	AC . . . . .		.85	1.95	
		TV	Winton 1-9700	8,19	400	A	A	AC . . . . .		.85	1.95	
		UA	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC . . . . .		.85	1.95	
CLIFTON, ARIZ.	CPT	FL	University 4-4908	3	200	A	A	DUG . . . . .		.45 . . . . .	.85	
CLINTON, IOWA	CMI	OZ	Chapel 3-2122	1,54	200	C				No Service Available		CLINTON, IOWA
CLINTONVILLE, WIS.</												

U.S.A. AND CANADIAN CITY DIRECTORY												
City	Code	Carriers	Air Freight Telephone	Aircraft	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
ALBANY, N.Y.	QPH	FL	Belmont 7-2585.	3	100	A	C	C	G	.70	1.75	
ALBANY, N.Y.	QPH	FL	HD (Service Suspended).									
ALBANY, N.Y.	QPH	FL	Capital 1-7866.	8,7,19,23	3000	A	C	C		.70	1.75	
ALBANY, N.Y.	QPH	FL	BE 7-3711.	5,6	200	A	C	C		.70	1.75	
ALBANY, N.Y.	QPH	FL	Capital 5-9531.	3	200	A	A	PMN		No Service Available		
ALBANY, N.Y.	QPH	FL	See North Bend, Ore.							No Service Available		
ALBANY, N.Y.	QPH	FL	See London, Ky.							No Service Available		
ALBANY, N.Y.	QPH	FL	15.	4,8						1.00	1.00	
ALBANY, N.Y.	QPH	FL	See Elmira, N.Y.									
ALBANY, N.Y.	QPH	FL	IX.	20.	200							
ALBANY, N.Y.	QPH	FL	TU-3-8431	9	500	A	A	C	G	.50	1.00	
ALBANY, N.Y.	QPH	FL	TU-4-0331	19,9	200	A	A	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	TU-2-7458	3	150	A	A	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	Logan 5-3032.	3	200	C		DRN		No Service Available		
ALBANY, N.Y.	QPH	FL	See Albany, Ore.									
ALBANY, N.Y.	QPH	FL	See Omaha, Neb.									
ALBANY, N.Y.	QPH	FL	JU 6-4844	9	200	C	C	C		.25	.60	
ALBANY, N.Y.	QPH	FL	2771.	3,19	200	C	C	OTH		No Service Available		
ALBANY, N.Y.	QPH	FL	WEst 8-2111	9	200	C	C	A		.35(D)	1.00	
ALBANY, N.Y.	QPH	FL	FL-7-7391	9,5,15,10,52,50A.	10000	A	A	C	G	.45	1.25	
ALBANY, N.Y.	QPH	FL	FL-1-5522	52,5,9,7,10	2000	A	A	C		.45	1.25	
ALBANY, N.Y.	QPH	FL	FL-2-5601	9,3	200	A	A	C		.45	1.25	
ALBANY, N.Y.	QPH	FL	FL-2-2609	3	200	A	A	C		.45	1.25	
ALBANY, N.Y.	QPH	FL	Fleetwood 2-2631.	9,1-A,5,10,8,53	6000	A	A	C		.45	1.25	
ALBANY, N.Y.	QPH	FL	FL-1-5534	3	150	A	A	C		.45	1.25	
ALBANY, N.Y.	QPH	FL	Hickory 6-4727.	3	200	C						
ALBANY, N.Y.	QPH	FL	2711.	3,54	200					.60	1.25	
ALBANY, N.Y.	QPH	FL	7640.	19	200	C	C	RIC	G	.55	1.10	
ALBANY, N.Y.	QPH	FL	SW 2-8571	3	100	C	C	RIC		.55	1.10	
ALBANY, N.Y.	QPH	FL	See Moline, Ill.									
ALBANY, N.Y.	QPH	FL	CPA	3	200		C	C		.25	.60	
ALBANY, N.Y.	QPH	FL	55.	6,9		C	C	C		.25	.60	
ALBANY, N.Y.	QPH	FL	Twin Oaks 8-5511.	9	500	C	A	C		.60	1.45	
ALBANY, N.Y.	QPH	FL	10,9	300	C	A	C			.60	1.45	
ALBANY, N.Y.	QPH	FL	Twin Oaks 8-5857.	3	200	C	A	C				
ALBANY, N.Y.	QPH	FL	HE 4053	3,8,7,19	400	C	A	C		.60	1.45	
ALBANY, N.Y.	QPH	FL	TV 8-3692	5,6	200	C	A	C		.60	1.45	
ALBANY, N.Y.	QPH	FL	CL-3-6541	19,9,8,7	200	A	A	JAX	G	.45	1.50	
ALBANY, N.Y.	QPH	FL	Clinton 2-0566.	9	200	A	A	JAX		.45	1.50	
ALBANY, N.Y.	QPH	FL	3-7741.	3,54	200					.45	1.10	
ALBANY, N.Y.	QPH	FL	See Montrose, Calif.									
ALBANY, N.Y.	QPH	FL	See Montrose, Colo.									
ALBANY, N.Y.	QPH	FL	See Silver City, N. Mex.									
ALBANY, N.Y.	QPH	FL	See Sherman, Tex.									
ALBANY, N.Y.	QPH	FL	BN.	EA-2-7761	5,9,10	500	A	A	C	G	.55	1.30
ALBANY, N.Y.	QPH	FL	CM.	Dexter 3-4228	3	200	A	A	C		.55	1.30
ALBANY, N.Y.	QPH	FL	CO.	East 2-7771	9,3,5,10,22	200	A	A	C		.55	1.30
ALBANY, N.Y.	QPH	FL	Florida 5-3515.	3,9	200	A	A	C		.55	1.30	
ALBANY, N.Y.	QPH	FL	Dudley 8-1606	8,7	250	A	A	C		.55	1.30	
ALBANY, N.Y.	QPH	FL	Dexter 3-7744	9,5,15,6,10	6000	A	A	C		.55	1.30	
ALBANY, N.Y.	QPH	FL	EA 2-1833	6	200	A	A	C		.55	1.30	
ALBANY, N.Y.	QPH	FL	CH-3-0711	9,3	500	A	A	OMA	G	.45	1.00	
ALBANY, N.Y.	QPH	FL	Atlantic 8-3654	3,54	200	A	A	OMA		.45	1.00	
ALBANY, N.Y.	QPH	FL	Atlantic 8-6711	9,6	300	A	A	OMA		.45	1.00	
ALBANY, N.Y.	QPH	FL	AA Service suspended.									
ALBANY, N.Y.	QPH	FL	Woodward 3-8900	3,4,8,22	250	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Logan 3-8400	9,7,8,10,19,52	200	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Woodward 5-4700	3	200	A	A	AC				
ALBANY, N.Y.	QPH	FL	Hunter 3-3410	9,3	200	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Hunter 2-0620	3,9	200	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Woodward 2-7272	8,19,7	400	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Hunter 2-6890	9,5,15,10,52	6000	A	A	C	G	.65	1.75	
ALBANY, N.Y.	QPH	FL	Whitney 1-2900	3,19	150	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	WO-3-3435		200		A	AC	G	.60	1.45	
ALBANY, N.Y.	QPH	FL	Crestwood 4-1500.	53	200	A	A	C	G	.65	1.75	
ALBANY, N.Y.	QPH	FL	Logan 2-9520.	23	10000	C	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Logan 2-7110.	11,6,10,15A,2	2000	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Woodward 3-0800	10	600	C	A	AC		.60	1.55	
ALBANY, N.Y.	QPH	FL	Crestwood 8-1300.	1	6000	C	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	Hunter 3-3440	9,5,15,10	3000	A	A	AC		.65	1.75	
ALBANY, N.Y.	QPH	FL	MChawk 2-2721	3	200	C	C			No Service Available		
ALBANY, N.Y.	QPH	FL	5372.	3	200	A	C	GPK		No Service Available		
ALBANY, N.Y.	QPH	FL	20.	20	200							
ALBANY, N.Y.	QPH	FL	Hunter 3-3321	3	200	C	C	MEC	G	.65	1.25	
ALBANY, N.Y.	QPH	FL	5-1200.	19,9	200	A	A	PFN	G	.40	.85	
ALBANY, N.Y.	QPH	FL	2-4870	3	100	A	A	PFN		.40	.85	
ALBANY, N.Y.	QPH	FL	Empire 4-3437	5	250	C	C	AC	G	.35	.75	
ALBANY, N.Y.	QPH	FL	716	3	200				DRN	No Service Available		
ALBANY, N.Y.	QPH	FL	New Philadelphia 4-2729.	3	200							
ALBANY, N.Y.	QPH	FL	See Phillipsburg, Pa.									
ALBANY, N.Y.	QPH	FL	3-9441.	3,54	200	C	A			.65	1.50	
ALBANY, N.Y.	QPH	FL	Randolph 2-6633	3,9	200	C	C			.70	1.50	
ALBANY, N.Y.	QPH	FL	Alpine 5-5800	3	200	A	C	DAL		.50	1.00	
ALBANY, N.Y.	QPH	FL	Cherry 7-2395	3,9	200	C	C	DRN		No Service Available		
ALBANY, N.Y.	QPH	FL	3-9241	7,8,19,9	200	C	A	C	G	.70	1.50	
ALBANY, N.Y.	QPH	FL	91981	3	100	C	A	REDU-R	G			
ALBANY, N.Y.	QPH	FL	22.	200	C	C				No Service Available		
ALBANY, N.Y.	QPH	FL	See Allentown, Pa.							No Service Available		
ALBANY, N.Y.	QPH	FL	Temple 4-1244	3,9	200					No Service Available		
ALBANY, N.Y.	QPH	FL	MU-6-3707	3	150	C				No Service Available		
ALBANY, N.Y.	QPH	FL	28131	13,3,12,22,7	200	C	C	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	55-2120	6	200	C	C	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	Glendale 5-4197	6	200	C	C	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	554171	1,3,9	1000	C	C	C		.50	1.00	
ALBANY, N.Y.	QPH	FL	25111	3	200					.75	1.50	
ALBANY, N.Y.	QPH	FL	Elgin 2-4218	3	200	C	C	SAN		No Service Available		
ALBANY, N.Y.	QPH	FL	UN 3-7273	3	150	C		MEH		No Service Available		
ALBANY, N.Y.	QPH	FL	2396	3	150	C	C			.40	1.00	
ALBANY, N.Y.	QPH	FL	1100.	9	250	C		FIT		No Service Available		
ALBANY, N.Y.	QPH	FL	REpublic 8-5121	9	200	C	A	SFO		No Service Available		
ALBANY, N.Y.	QPH	FL	9-3686.	3	150	C	C	STR	G	.40	1.10	
ALBANY, N.Y.	QPH	FL	9-3656.	3	200	C	C	STR		.40	1.10	
ALBANY, N.Y.	QPH	FL	Prospect 8-3301	5,10,52	600	A	C	AC	G	.35	1.10	
ALBANY, N.Y.	QPH	FL	Prospect 8-1951	9,3,5,6,22,10	400	A	C	AC		.35	1.10	
ALBANY, N.Y.	QPH	FL	3-1233.	3	150	A	C	AC		.35	1.10	
ALBANY, N.Y.	QPH	FL	AMhurst 4-4478.	9	200	C	A	SFO		No Service Available		
ALBANY, N.Y.	QPH	FL	Adams 4-5474.	3	200	C	C	MEC		No Service Available		
ALBANY, N.Y.	QPH	FL	Skyline 4-2522.	3	150		C	GEQ		No Service Available		
ALBANY, N.Y.	QPH	FL	3-1617.	3,19	150	C	A	C	G	.40	1.10	
ALBANY, N.Y.	QPH	FL	3-1129.	3	250	C	A	C		.40	1.10	
ALBANY, N.Y.	QPH	FL	Temple 8-2034	3	200	C	A	C				
ALBANY, N.Y.	QPH	FL	3-7754.	9	200	C	A	C		.40	1.10	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Mainline	
ESCANABA, MICH.	ESC	NO.	State 6-1362	3	200	C	C			No Service	Available	ESCAMON, O.
EUGENE, ORE.	EUG	UA.	Diamond 4-4221	9	300	A	A	OTH	G	.45		ESCAMON, VA.
		UA.	Diamond 5-8506	3	150	A	A	OTH		.45		ESCAMON, MI.
EUREKA, CAL.	ACV	WC.	Trance 9-1521	3,19	200	C	C	C		No Service	Available	ESCAMON, M.
EVANSVILLE, IND.	EVV	DL.	Harrison 4-4771	9,3	300	A	A	C	G	.55		ESCAMON, N.
		EA.	HA-2-7880	9,19,7	200	A	A	C		.55		ESCAMON, N.
		EA.	4220	3,5	1000					1.00		ESCAMON, N.
FAIRBANKS, ALASKA	FAI	ASA										ESCAMON, N.
		NC.										ESCAMON, N.
		PA.	3262	11	600							ESCAMON, N.
		CP.										ESCAMON, N.
FALL RIVER, MASS.	EWB	See New Bedford, Mass.										ESCAMON, N.
FARGO, N.D.	FAR	NO.	Adams 2-3234	3	200	A	A	MSP		No Service	Available	ESCAMON, N.
		NM.	5-4277	4,6	200	A	A	MSP		No Service	Available	ESCAMON, N.
FARMINGTON, N.M.	FMN	FL.	Davis 5-0681	3,9	200	C	C	DEN		No Service	Available	ESCAMON, N.
FAYETTEVILLE, ARK.	FTN	CN.	Hillcrest 2-7306	3	200		A	MKC		.45		ESCAMON, N.
FAYETTEVILLE, N.C.	FAY	NA.	Hemlock 2-8157	9	200	C	A	RDU	G	.55		ESCAMON, N.
		PI.	HE 2-4171	3	100	A	A	RDU		.55		ESCAMON, N.
FITCHBURG, MASS.	FIT	NE.	2-6785	3	200	A	C	ORH		No Service	Available	ESCAMON, N.
FLAGSTAFF, ARIZ.	FLG	FL.	Prospect 4-6601	3	200	C		DUG		No Service	Available	ESCAMON, N.
FLINT, MICH.	FMT	CA.	Cedar 5-4037	3,4,22	250	C		YIP		.90		ESCAMON, N.
FLORENCE, ALA.	FSL	See Sheffield, Ala.										ESCAMON, N.
FLORENCE, S.C.	FLO	PA.	5255	19	200	C	A	CHS	G	.35		ESCAMON, N.
FONTANA, CAL.	FON	EX.		20	200					No Service	Available	ESCAMON, N.
FORESTVILLE, P.Q.	YFE	CP.		1,3,6,9	400							ESCAMON, N.
PORT BRAGO, N.C.	FAY	See Fayetteville, N.C.										ESCAMON, N.
PORT CAMPBELL, KY.		See Clarksville, Tenn.										ESCAMON, N.
PORT DOGUE, IOWA.	POD	CZ.	5-0431	3,54	200					No Service	Available	ESCAMON, N.
PORT GOOD HOPE, N.W.T.		CP.		1,3,6,9	200							ESCAMON, N.
PORT LAUDERDALE, FLA.	FLD	NE.	Jackson 4-8631	6	200					.80		ESCAMON, N.
PORT MYERS, FLA.	PMY	NA.	Edison 5-9311	9,6	200	C	C	TPA		.50		ESCAMON, N.
PORT NELSON, B.C.	YNE	RD.	Edison 2-8061	6,9				C		.50		ESCAMON, N.
PORT PIERCE, FLA.	PPR	CP.	Vero Beach 2345		6000					No Service	Available	ESCAMON, N.
		RD-(Demand service)										ESCAMON, N.
PORT RILEY, KAN.	MRK	See Manhattan, Kan.										ESCAMON, N.
PORT SILL, OKLA.	LAW	See Lawton, Okla.										ESCAMON, N.
PORT SMITH, ARK.	PSM	BN.	Sunset 3-5171	9	200	A	A	MEM		.40		ESCAMON, N.
		CN.	Sunset 2-3004	3	200	A	A	MEM		.40		ESCAMON, N.
PORT STOCKTON, TEX.	FST	TT.	157	3	150	C		ELP		No Service	Available	ESCAMON, N.
PORT ST. JOHN, B.C.	YXJ	CP.	117	6,9	500		C					ESCAMON, N.
PORT WAYNE, IND.	FMA	DL.	Harrison 3352	3,9	300	A	C	TOL	G	.75		ESCAMON, N.
		TW.	Harrison 2204	19	400	A	C	TOL		.75		ESCAMON, N.
		UA.	Shervood 3133	9	300	A	C	TOL		.75		ESCAMON, N.
PORT WILLIAM, ONT.	YQT	TC.	2-0641	22	200	C	C	C		.50		ESCAMON, N.
PORT WORTH, TEX.	ACF	AA.	Atlas 4-2551	9,5,10,52	600	A	A	DAL	G	.55		ESCAMON, N.
		BN.	AT-4-3261	9,5	500	A	A	DAL		.55		ESCAMON, N.
		CO.	Atlas 4-3861	9,3	200	A	A	DAL		.55		ESCAMON, N.
		CN.	Atlas 4-2971	3	200	A	A	DAL		.55		ESCAMON, N.
		DL.	Atlas 4-6611	9,3,5,10	400	A	A	DAL		.55		ESCAMON, N.
		TT.	AT 4-3465	3	150	A	A	DAL		.55		ESCAMON, N.
FRANKFURT, KY.	LEX	See Lexington, Ky.										ESCAMON, N.
FRANKLIN, PA.	PKL	AL.	Idlewood 2-3125	3	150	C				.50		ESCAMON, N.
FREDERICTON, N.B.	YFC	TC.	6613	22	200	C	A	C		.50		ESCAMON, N.
FRESNO, CALIF.	FAT	TW.	Adams 7-6174	8	250	A	A	SFO	G	.60		ESCAMON, N.
		UA.	Clinton 1-5522	9	300	A	C	SFO		.60		ESCAMON, N.
FROBISHER BAY		MAR		1,3,4	500							ESCAMON, N.
FULLETON, CALIF.	FUL	IX.		20	200							ESCAMON, N.
GAUDEM, ALA.	GAD	SO.	LI 6-5285	3	100					.70		ESCAMON, N.
GALESVILLE, FLA.	GMV	EA.	FR-2-0481	19	200	A	C	JAX		No Service	Available	ESCAMON, N.
GALE, N.H.	GLS	FL.	Union 3-3312	3	200	C	A	ELP		No Service	Available	ESCAMON, N.
GALESTON, TEX.	GAS	TT.	5-5062	3	150					No Service	Available	ESCAMON, N.
GAMBELL, ALASKA	GAM	AS.		3	500							ESCAMON, N.
GANDER, NFID.	YQK	PA.	723	10	600		C	A				ESCAMON, N.
		KL.		3,1,4	500		C	A				ESCAMON, N.
		MAR	935	15			C	A				ESCAMON, N.
		SK.		15			C	A				ESCAMON, N.
		SR.	723	6	600		C	A				ESCAMON, N.
		TC.	913	13,7,22	200		C	A		.35		ESCAMON, N.
		TW.	713	8,7	250		C	A		No Service	Available	ESCAMON, N.
		CO.	Bridge 6-5132	3	200		C	DEN		No Service	Available	ESCAMON, N.
GARDEN CITY, KAN.	GCK	See Longview, Tex.										ESCAMON, N.
GLADEWATER, TEX.	GOG	FL.	Empire 5-3146	3	200	A	A	OTF		No Service	Available	ESCAMON, N.
GLENDVIEW, MONT.	GDV	EA.	2-5855	19,8	200	C	C	ALB		No Service	Available	ESCAMON, N.
GLENS FALLS, N.Y.	GFL	MO.	2-1184	3	200	C	C	ALB		No Service	Available	ESCAMON, N.
GOOSE BAY, LAB.	YYR	TC.	TGA	13	200			A		No Service	Available	ESCAMON, N.
		MAR	6-2121									ESCAMON, N.
GRAND CANYON, ARIZ.	VLE	BL, (Seasonal)	Valle 3									ESCAMON, N.
GRAND FORKS, N.D.	GFK	NW.	4-6629	4	200	C	A	A		No Service	Available	ESCAMON, N.
		NO.	2-1711	3	200	A	C	C		No Service	Available	ESCAMON, N.
GRAND ISLAND, NEB.	GRI	FL.	DU 2-2750	3,9	200	A	C	DEN		No Service	Available	ESCAMON, N.
GRAND JUNCTION, COLO.	GJT	FL.	Chapel 2-5879	3,9	200	C		DEN		.75		ESCAMON, N.
		UA.	Chapel 3-3112	6	200	C		DEN		.75		ESCAMON, N.
		CP.	2031	9	200	C	G					ESCAMON, N.
GRANDE PRAIRIE, ALTA.	YQU	CA.	Cherry 3-0108	3,4,22	250	A	A	MKG	G	.55		ESCAMON, N.
GRAND RAPIDS, MICH.	GRR	FT.	Cherry 1-2221	Served through DTW						.65		ESCAMON, N.
		LC.	Cherry 1-4477	3	200	A	A	MKG				ESCAMON, N.
		NO.	Cherry 1-2441	3	200	A	A	MKG		.55		ESCAMON, N.
GREAT BEND, KAN.	GBD	CO.	Gladstone 3-4776	3	200	C	C			No Service	Available	ESCAMON, N.
GREAT FALLS, MONT.	GTF	NW.	Glendale 3-6501	6	200	A	A	AC	G	.55		ESCAMON, N.
		FL.	Glendale 3-4844	3	200	A	A	AC		.55		ESCAMON, N.
		WA.	Glendale 3-4355	6,9	200	A	A	AC		.55		ESCAMON, N.
GREEN BAY, WISC.	GRB	NO.	Hemlock 5-5366	3,9	200	C	C	C		No Service	Available	ESCAMON, N.
GREENSBORO, N.C.	GSO	CA.	Broadway 3-8646	3,22	150	C	C	INT	G	.75		ESCAMON, N.
		EA.	BR-5-6688	19,8	200	C	A	INT		.75		ESCAMON, N.
		PI.	Broadway 3-3417	3	100	C	A	INT	G	.75		ESCAMON, N.
GREENVILLE, MISS.	GLH	SO.	2-2612	3	100	C				No Service	Available	ESCAMON, N.
GREENVILLE, S.C.	GRL	DL.	CE-2-8213	3	200	A	A	ATL	G	.40		ESCAMON, N.
		EA.	9-3061	19,9,8	200	A	A	ATL		.40		ESCAMON, N.
		SO.	Cedar 3-0173	3	100					No Service	Available	ESCAMON, N.
GREENWOOD, MISS.	GRW	SO.	2218	3	100	A	A	MEM		No Service	Available	ESCAMON, N.
GREENWOOD, S.C.	GRD	SO.	9-3191	3	100					No Service	Available	ESCAMON, N.
GREYBULL, WYO.	GEY	FL.	Porter 5-2082	3	200	C	C	OTF		.45		ESCAMON, N.
GRINDSTONE		MAR		1,3,4	100		C			.55		ESCAMON, N.
GULFPORT, MISS.	GPT	NA.	University 4-1554	17	100		C	C		.55		ESCAMON, N.
		SO.	UN-4-2323	3	100	C	C	C		.50		ESCAMON, N.
GUYMON, OKLA.	GUY	CN.	672	3	200					No Service	Available	ESCAMON, N.
GUNNISON, COLO.	GUC	FL.	145	3	200	A	C	DEN		.50		ESCAMON, N.
HAGERSTOWN, MD.	HGR	AL.	Regent 3-6700	3,19	150	C			G	.50		ESCAMON, N.
HALIFAX, N.S.	YXF	TC.	2-7411	13,22	200	C	C	C		.50		ESCAMON, N.
		MAR	6-2306	3,1,4	500	A	A	A				ESCAMON, N.

U.S.A. AND CANADIAN CITY DIRECTORY												
Up and Delivery	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
Available	AMSTERDAM, N.H.	YTZ	TC.								.90	1.75
Available	AMSTERDAM, N.H.	PHF	See Newport News, Va.									
Available	AMSTERDAM, N.H.	BNV	See Houghton, Mich.									
Available	AMSTERDAM, N.H.	LEB	See Quincy, Ill.									
Available	AMSTERDAM, N.H.	HRL	See White River Jct., Vt.									
Available	AMSTERDAM, N.H.	NAR	TT.	GA 3-4200	3	150			SAT		.50	1.00
Available	AMSTERDAM, N.H.	HRO	AL.	Cedar 8-9426	3,19.	150	A	C	BAL	G	.40	1.35
Available	AMSTERDAM, N.H.	HDL	CA.	Cedar 6-7995	3	150	A	C	BAL		.40	1.35
Available	AMSTERDAM, N.H.	HDL	TW.	Cedar 4-3136	19.	400	A	C	BAL		.40	1.35
Available	AMSTERDAM, N.H.	HDL	CN.	Empire 5-5475	3	200			STL		No Service Available	
Available	AMSTERDAM, N.H.	HDL	AA.	Jackson 2-6193	9,15,5.	3000	A	C	C	G	No Service Available	
Available	AMSTERDAM, N.H.	HDL	EA.	Jackson 2-1854	19,8,10	200	A	C	C		.65	1.25
Available	AMSTERDAM, N.H.	HDL	FT.	Jackson 2-3145	23.	10000	A	C	C		.65	1.25
Available	AMSTERDAM, N.H.	HDL	NE.	National 3-4418	3	200	A	C	C		.65	1.25
Available	AMSTERDAM, N.H.	HDL	TW.	National 3-5581	8,19.	400	A	C	C		.65	1.25
Available	AMSTERDAM, N.H.	HDL	UA.	Chapel 6-5631	9,5,10,15,6	6000	A	C	C		.65	1.25
Available	AMSTERDAM, N.H.	HDL	FL.	2-2312	3	200			CMA		No Service Available	
Available	AMSTERDAM, N.H.	HDL	DL.	Juniper 2-1643	3	200	A	C	MSY		.50	1.00
Available	AMSTERDAM, N.H.	HDL	BL.	Wilson 5-3219	3	200	C	C	SFO		No Service Available	
Available	AMSTERDAM, N.H.	HDL	CP.	Gladstone 5-4921	1,3,6,9	200						
Available	AMSTERDAM, N.H.	HDL	QEA	Gladstone 5-4921	1,3,6,9	200						
Available	AMSTERDAM, N.H.	HDL	AL.	Gladstone 5-4921	3	150					.50	1.25
Available	AMSTERDAM, N.H.	HDL	TT.	5-2577	3	150			MEM		No Service Available	
Available	AMSTERDAM, N.H.	HDL	NW.	Hickory 2-0012	4	200	A	A	GTF	G	.45	1.10
Available	AMSTERDAM, N.H.	HDL	WA.	Hickory 2-8590	9	200	A	A	GTF		.45	1.10
Available	AMSTERDAM, N.H.	HDL	See Asheville, N.C.								.45	1.10
Available	AMSTERDAM, N.H.	HDL	See Marion Ill.									
Available	AMSTERDAM, N.H.	HDL	NO.	Amherst 3-7847	2	200	C	C			No Service Available	
Available	AMSTERDAM, N.H.	HDL	PI.	DI 5-3285	3	100	A	C	INT		No Service Available	
Available	AMSTERDAM, N.H.	HDL	EA.	5411	See Greensboro, N.C.							
Available	AMSTERDAM, N.H.	HDL	CA.	2-3346	See Greensboro, N.C.							
Available	AMSTERDAM, N.H.	HDL	CO.	3778	See Greensboro, N.C.							
Available	AMSTERDAM, N.H.	HDL	PI.	Express 3-5414	9,3	200	C		ELP		.60	1.25
Available	AMSTERDAM, N.H.	HDL	See Alamogordo, N.M.									
Available	AMSTERDAM, N.H.	HDL	See Springfield, Mass.									
Available	AMSTERDAM, N.H.	HDL	PN.	22111	3						.75	1.00
Available	AMSTERDAM, N.H.	HDL	NW.	83256	6	200		C	AC		.65	1.25
Available	AMSTERDAM, N.H.	HDL	PA.	58-221	11,2,10	5000		C	C			
Available	AMSTERDAM, N.H.	HDL	UA.	Honolulu 8-1811	6,10	200		C	C			
Available	AMSTERDAM, N.H.	HDL	HA.	85911	11,10	600		C	C			
Available	AMSTERDAM, N.H.	HDL	JL.	Honolulu 8-1811	6,10	200		C	C			
Available	AMSTERDAM, N.H.	HDL	See Clarksville									
Available	AMSTERDAM, N.H.	HDL	See Aberdeen, Wash.									
Available	AMSTERDAM, N.H.	HDL	CN.	National 4-1284	3	200	A	C				
Available	AMSTERDAM, N.H.	HDL	DL.	NA-3-1671	9	300	A	C	MEM		No Service Available	
Available	AMSTERDAM, N.H.	HDL	TT.	NA-3-8501	3	150	A	C	MEM		No Service Available	
Available	AMSTERDAM, N.H.	HDL	FL.	555	3	200	C	C	DEM		No Service Available	
Available	AMSTERDAM, N.H.	HDL	CO.	63	3	200	C	C	C		No Service Available	
Available	AMSTERDAM, N.H.	HDL	NE.	2254	3	200	A	C	C		.35	.75
Available	AMSTERDAM, N.H.	HDL	AA.	Mission 9-1457	9	250	A	A	C	G	.55	1.25
Available	AMSTERDAM, N.H.	HDL	BN.	OL 4-2686	9,5	500	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	CO.	Olive 4-8531	9,5,6,3,10	400	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	DL.	Olive 4-2646	9,10,19	400	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	EA.	OL 4-2661	9,10,7,19,52,8	200	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	KIM.	Capitol 4-1701	10	550	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	NA.	Olive 4-8564	9,5	400	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	PA.	CA-3-4131	6	600	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	TT.	MI 9-1218	3	150	A	A	C		.55	1.25
Available	AMSTERDAM, N.H.	HDL	AL.	3-1331	3,19.	150	C	C	C	G	.50	1.60
Available	AMSTERDAM, N.H.	HDL	EA.	3-9476	19.	200	C	C	C	G	.50	1.60
Available	AMSTERDAM, N.H.	HDL	PI.	GL 3-1356	3	100	C	C	C	G	.50	1.60
Available	AMSTERDAM, N.H.	HDL	CA.	Jefferson 4-4583	3,22.	150	A	A	BHM		.40	1.35
Available	AMSTERDAM, N.H.	HDL	EA.	4680	19,9.	200	A	A	BHM		.40	1.35
Available	AMSTERDAM, N.H.	HDL	SO.	JE 6-6383	3	200					.40	1.35
Available	AMSTERDAM, N.H.	HDL	See Silver City N.M.									
Available	AMSTERDAM, N.H.	HDL	NO.	EL 2-2910	3	200	A	C	MSP		No Service Available	
Available	AMSTERDAM, N.H.	HDL	WA.	Elgin 2-8601	9	200	A	C	MSP		No Service Available	
Available	AMSTERDAM, N.H.	HDL	CO.	MO-2-6601	22,3.	200	C	C	MKC	G	.55	1.25
Available	AMSTERDAM, N.H.	HDL	NE.	Spring 5-1800	3	200	A	A	EWB		No Service Available	
Available	AMSTERDAM, N.H.	HDL	FL.	Jackson 3-3305	3	200	A	C	GTF		.45	1.10
Available	AMSTERDAM, N.H.	HDL	WC.	1805	3	150	A	C	GTF	G	.45	1.10
Available	AMSTERDAM, N.H.	HDL	WA.	Jackson 2-2695	9	200	A	C	GTF		.45	1.10
Available	AMSTERDAM, N.H.	HDL	TL.	TU 2-4780	3	200			DEN			
Available	AMSTERDAM, N.H.	HDL	AA.	Chapel 1-2545	9,5	600	A	A	C	G	.45	1.35
Available	AMSTERDAM, N.H.	HDL	DL.	CH-1-3333	9,3,19,5	400	A	A	C		.45	1.35
Available	AMSTERDAM, N.H.	HDL	EA.	CH-4-9521	9,8,19,7,10	200	A	A	C		.45	1.35
Available	AMSTERDAM, N.H.	HDL	LC 6	Chapel 1-8201	3	200	A	A	C			
Available	AMSTERDAM, N.H.	HDL	CZ.	Helrose 8-4909	3,54	200	A	A	C		.45	1.35
Available	AMSTERDAM, N.H.	HDL	RD-(Service Suspended).									
Available	AMSTERDAM, N.H.	HDL	TW.	ME 4-3428	8,19,8A	400	A	A	C		.45	1.35
Available	AMSTERDAM, N.H.	HDL	Atlas 3-3871	3	200	C	C	C			No Service Available	
Available	AMSTERDAM, N.H.	HDL	8-3604	3,54.	200	A	C	PFA			No Service Available	
Available	AMSTERDAM, N.H.	HDL	2575	3	200	C	C				No Service Available	
Available	AMSTERDAM, N.H.	HDL	741-4	3	200	C	C				No Service Available	
Available	AMSTERDAM, N.H.	HDL	3351	9,3	200	C	C	STR	G		.0	1.00
Available	AMSTERDAM, N.H.	HDL	State 9-6125	3	200	C	C				No Service Available	
Available	AMSTERDAM, N.H.	HDL	20866	9,3,5,8,1-A	2000	A	C	MSY			.55	1.35
Available	AMSTERDAM, N.H.	HDL	28889	3	100	A	C	MSY			.55	1.35
Available	AMSTERDAM, N.H.	HDL	Jackson 3-4574	3	200	C	C	GTF			No Service Available	
Available	AMSTERDAM, N.H.	HDL	Elgin 6-0484	1-A, 3,5,8	4000	A	A	C	G		.65	1.25
Available	AMSTERDAM, N.H.	HDL	EL-3-3657	9,8,10,7,19,6	200	A	A	C			.65	1.25
Available	AMSTERDAM, N.H.	HDL	ELgin 3-1586	9,5,6,52	400	A	A	C			.65	1.25
Available	AMSTERDAM, N.H.	HDL	ELgin 5-6611	22.	200	A	A	C			.65	1.25
Available	AMSTERDAM, N.H.	HDL	RD (Service Suspended).		6000							
Available	AMSTERDAM, N.H.	HDL	EL-4-7833	3	200	A	A	C			.65	1.25
Available	AMSTERDAM, N.H.	HDL	4118	3,19.	150	C		BUF			.50	1.35
Available	AMSTERDAM, N.H.	HDL	199	4	200	C	A	MSP			No Service Available	
Available	AMSTERDAM, N.H.	HDL	Pleasant 4-5293	3,54.	200	C					No Service Available	
Available	AMSTERDAM, N.H.	HDL	6-2350	3	200	C					.55	1.10
Available	AMSTERDAM, N.H.	HDL	See Bristol, Va.									
Available	AMSTERDAM, N.H.	HDL	9-1144	3,19.	150	C					.50	1.25
Available	AMSTERDAM, N.H.	HDL	Mayfair 3-7085	9	250	A	C	MKC	G		.40	.85
Available	AMSTERDAM, N.H.	HDL	Mayfair 3-2110	3	200	A	C	MKC			.40	.85
Available	AMSTERDAM, N.H.	HDL	Mayfair 3-1817	3,54.	200	A	C	MKC			.40	.85
Available	AMSTERDAM, N.H.	HDL	AS.									
Available	AMSTERDAM, N.H.	HDL	ES.									
Available	AMSTERDAM, N.H.	HDL	PA.	6-1400	11.	600						
Available	AMSTERDAM, N.H.	HDL	PH.	6-1455	4,8,16						1.00	1.00
Available	AMSTERDAM, N.H.	HDL	See Manhattan, Kan.									
Available	AMSTERDAM, N.H.	HDL	LC 6	Fireaide 9-2669	3	200						
Available	AMSTERDAM, N.H.	HDL	NO.	Fireaide 9-2646	3	200	C	C			No Service Available	
Available	AMSTERDAM, N.H.	HDL	IN.	Skyline 6-3334	4	200	C	C	SFO		No Service Available	
Available	AMSTERDAM, N.H.	HDL	CP.	109	3	200	C	C				
Available	AMSTERDAM, N.H.	HDL	BL.	Midway 4-5001	3	200						
Available	AMSTERDAM, N.H.	HDL	GR 1-4740	9,1,3,5,22	2000	A	A	AC	G		.70	1.55
Available	AMSTERDAM, N.H.	HDL	GRand 1-3705	9,3,10,22	200	A	A	AC			.70	1.55
Available	AMSTERDAM, N.H.	HDL	Baltimore 1-3955	3	200	A	A	AC			.70	1.55
Available	AMSTERDAM, N.H.	HDL	GRand 1-7613	9,3	300	A	A	AC			.70	1.55

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO.	MKC	FL.	VI 2-6252	3	200	A	A	C	...	.70	1.55
(Concluded)		OZ.	Grand 1-6515	3,54	200	A	A	AC	...	.70	1.55
		TW.	Grand 1-4400	8,7,19,23,8A	6000	A	A	AC	...	.70	1.55
		UA.	Grand 1-1133	5,10	200	A	A	AC	...	.70	1.55
KEARNY, NEB.	EAR	FL.	CE 6-2921	3	200	...	...	DEN	...	...	1.55
KEENE, N.H.	EEN	MO.	1910	3	100	C	C	BOS	...	.65	1.10
		NE.	Elwood 2-1030	3	200	C	C	BOS	...	.65	1.10
KELOWNA, B.C.	YWK	CP.	6025	3	200	...	...	...	...	.25	...
KENAI, ALASKA	ENA	PN.	206	3	200	...	...	...	...	.75	1.00
KENNEWICK, WASH.	PSC	See Pasco, Wash.	...	...	...	...	...	...	...	...	...
KERRVILLE, TEX.	KRV	TT.	CL 7-4050	3	150	C	...	SAT	...	No Service Available	...
KETCHIKAN, ALASKA	KTN	PA.	3131	11	600	...	...	A	...	...	...
		PN.	3138	8,16	...	...	...	AC	...	No Service Available	...
		NA.	Cypress 6-5510	9	200	A	C	A	...	No Service Available	...
KEY WEST, FLA.	EYW	See Longview	...	...	...	...	...	...	...	...	...
KILGORE, TEX.	OGG	CP.	LU 2-3511	9	200	...	...	...	...	No Service Available	...
KIMBERLY, B.C.	YXC	PN.	4	3	200	...	...	...	...	No Service Available	...
KING SALMON, ALASKA	AKN	BL.	Skyline 3-3630	3	200	C	C	LAX	...	No Service Available	...
KINGMAN, ARIZ.	IGM	See Iron Mountain, Mich.	...	...	...	...	...	...	...	...	...
KINGSFORD, MICH.	TRI	FL.	Circle 6-4107	3	...	See Bristol	...	...	...	...	...
KINGSFORD, TENN.	ISO	TT.	Jackson 3-5006	3,9	100	C	C	RDU	...	No Service Available	...
KITIMAT, B.C.	YKI	CP.	220	3	200	...	...	C	...	1.00	1.00
KIAMATH FALLS, ORE.	LMT	WC.	TU 4-7332	3	150	A	C	OTH	...	.55	1.50
KNOXVILLE, TENN.	TYS	AA.	7-6264	9,5	500	C	C	CHA	G	.45	1.10
		CA.	7-5521	3,22,8	250	C	C	CHA	...	.45	1.10
		DL.	7-6661	9,3	400	C	C	CHA	...	.45	1.10
		FT.	7-2571	3	100	C	C	CHA	...	.45	1.10
KODIAK, ALASKA	MKB	PN.	4131	3	...	...	...	...	...	.75	1.00
KOKOMO, IND.	OKK	LC.	Gladstone 2-3202	3	200	C	...	...	...	...	...
KOTZEBUE, ALASKA	OTZ	AS.	4-5680	3	500	...	...	...	...	...	...
LACONIA, N.H.	LCI	NE.	2475	3	200	C	...	LWM	...	No Service Available	...
LA CROSSE, WISC.	LSE	NO.	4-5680	3	200	C	C	...	...	No Service Available	...
LA FAYETTE, IND.	LAF	LC.	Riverside 3-1841	3	200	C	...	...	...	...	...
LA FAYETTE, LA.	LPT	EA.	CE-5-8536	19,9	200	A	...	BTR	G	.55	1.10
		TT.	CE 4-5252	3	150	A	...	BTR	...	.55	1.10
LA GRANDE, ORE.	LGD	WC.	Woodland 3-5532	3	150	C	C	GEG	...	No Service Available	...
LA JUMTA, COLO.	LJH	CO (Service Suspended)	725	3	200	C	C	DEN	...	No Service Available	...
LAGUNA BEACH, CALIF.	LNB	See Santa Ana, Calif.	...	...	...	...	...	...	...	...	...
LAKE CHARLES, LA.	LKC	EA.	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
		TT.	HE 3-8511	3	150	A	C	C	...	.55	1.35
LAKELAND, FLA.	LAL	NA.	MUTual 3-5875	9	200	C	C	TPA	G	.50	1.00
		RD.	167	3	200	...	...	...	...	.50	1.00
LAKE PLACID, N.Y.	SLK	EA.	Lowell 9-0461	3,19	150	C	...	...	...	.55	1.35
LAMAR, COLO.	LAA	CH.	ID-9-0446	19	200	...	...	...	...	.55	1.35
LANCASTER, CAL.	LNC	See Palmdale, Calif.	...	...	...	...	...	...	...	...	...
LANCASTER, PA.	LNS	AL.	Served through Rhineland, Wisc. only	...	...	...	...	...	...	...	...
LAND O' LAKES, WISC.	LNL	See Rhineland, Wisc. only	...	...	...	...	...	...	...	...	...
LANDER, WYO.	LND	See Riverton, Wyo.	...	...	...	...	...	...	...	...	...
LANSING, MICH.	LAN	CA.	IVanhoe 5-2744	3,4,22	250	A	A	YIP	G	.55	1.35
		NO.	IVanhoe 4-7467	3	200	A	A	YIP	...	.55	1.35
LARAMIE, WYO.	LAR	FL.	Franklin 5-5656	3	200	C	C	DEN	...	No Service Available	...
LAREDO, TEX.	LRD	TT.	3-3645	3	150	A	A	AC	...	.40	1.25
LAS VEGAS, NEV.	LAS	BL.	DUDley 2-8811	3	200	C	C	LAX	G	.75	1.45
		PC.	19	19	200	C	C	LAX	...	.75	1.45
		TW.	DUDley 2-7306	8,7	250	C	C	LAX	...	.75	1.45
		UA.	DUDley 2-0505	10,6,5	200	C	C	LAX	...	.75	1.45
		WA.	DUDley 2-2100	9,6	200	C	C	LAX	...	.75	1.45
LAUREL, MISS.	LUL	SO.	3440	3	100	...	...	...	...	.60	1.25
LAWRENCE, MASS.	LWM	NE.	Murdoch 3-3141	3	200	A	C	LWM	...	.55	1.75
LAWTON, OKLA.	LAW	CO.	EL 3-4512	9,3	200	C	A	DAL	...	No Service Available	...
		CH.	Elgin 3-8600	3	200	C	...	DAL	...	No Service Available	...
LEBANON, N.H.	LEB	See White River Jct.	...	...	...	...	...	...	...	...	...
LENIOR, N.C.	HYK	See Hickory, N.C.	...	...	...	...	...	...	...	...	...
LETHBRIDGE, ALTA.	YQL	TC.	FA-7-2713	3	200	C	C	C	...	.35	.75
LEWISTON, IDA.	LWS	WC.	Leviston 3-1545	3	150	A	C	GEG	...	No Service Available	...
LEWISTON, ME.	LWV	NE.	3-2031	3	200	C	C	PMW	...	.50	1.00
LEWISTOWN, MONT.	LWT	FL.	KEYstone 8-9621	3	200	C	C	GTF	...	No Service Available	...
LEXINGTON, KY.	LEX	DL.	4-5569	9,3	250	C	C	CVG	G	.65	1.60
		EA.	4-5795	19	200	C	C	CVG	...	.65	1.60
		FL.	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CH.	Main 4-5671	3	200	...	A	...	...	No Service Available	...
LIMA, OHIO	LIA	LC.	Capital 5-0075	3	200	...	...	...	...	...	...
LINCOLN, NEB.	LNK	BN.	2-5391	3,9	200	A	C	OMA	...	.50	1.10
		UA.	Lincoln 5-4371	9	300	A	C	OMA	...	.50	1.10
LITTLE ROCK, ARK.	LIT	AA.	Franklin 4-9333	9,5	250	A	A	MEM	G	.45	1.10
		BN.	FR-2-0207	9	200	A	A	MEM	...	.45	1.10
		CH.	Franklin 4-6418	3	200	A	A	MEM	...	.45	1.10
		DL.	Franklin 4-2040	9	300	C	C	MEM	...	.45	1.10
		TT.	FR 4-6312	3	150	C	C	MEM	...	.45	1.10
LOGAN, UTAH	LOU	WC.	2994	3	150	C	A	GTF	...	No Service Available	...
LOGANSPORT, IND.	LGS	See Kokomo, Ind.	...	...	...	...	...	...	...	...	...
LONDON, KY.	LOZ	FL.	VO 4-2250	3	100	...	...	SDP	...	.35	.75
LONDON, ONT.	YXU	TC.	2-3491	22	200	C	C	C	...	.50	1.00
LONG BEACH, CALIF.	LGB	IX	Harrison 1-8211	20	200	C	A	LAX	...	...	...
		UA.	Harrison 1-8271	9	200	A	A	LAX	...	.75	1.55
		WA.	Harrison 1-8271	6	200	A	A	LAX	...	.80	1.65
LONG BRANCH, N.J.	LBM	See Asbury Park, N.J.	...	...	...	...	...	...	...	...	...
LONGVIEW, TEX.	OGG	TT.	MI 3-2441	3	150	A	C	DAL	...	.50	1.35
LOS ANGELES, CALIF.	LAX	AA.	Madison 6-0201	5,15,10,50A	10000	A	A	C	G	.75	1.55
		BL.	SPRING 6-2040	3	200	A	A	C	...	.75	1.55
		CO.	Oregon 8-3943	10,22	200	A	A	C	...	.75	1.55
		SK.	Oregon 4-4300	10	1000	A	A	C	...	.75	1.55
		LX.	20	20	200	A	A	C	...	.75	1.55
		PA.	MA 6-8484	11,5,6,10	600	A	A	C	...	.75	1.55
		PC.	SPRING 6-0440	3,19	200	A	A	C	...	.75	1.55
		SAS.	5,6,10,9	1320	...	...	...	...	...	...	...
		TM.	Michigan 9441	8,7,8A,50	4000	A	A	C	...	.75	1.55
		UA.	Oregon 8-2511	9,5,6,10,15	6000	A	A	C	...	.75	1.55
		WA.	SPRING 6-2345	6	200	A	A	C	...	.80	1.65
(Lockheed Air Terminal)											
LOUISVILLE, KY.	LOF	AA.	Madison 6-0201	5,15,10	6000	A	A	C	G	.75	1.55
		PTL.	Stanley 7-3411	23	10000	A	A	C	...	.75	1.55
		LX	20	20	200	A	A	C	...	...	...
		PC.	Oregon 8-1206	3,19	200	A	A	C	...	.75	1.55
		UA.	Stanley 7-3780	6	200	A	A	C	...	.75	1.55
		WA.	Thornwall 2-2101	9,6	200	A	A	C	...	.80	1.60
		AA.	Emerson 8-1666	9,5	500	A	A	C	G	.60	1.50
		AX.	Emerson 8-1666	...	...	...	...	...	...	.60	1.50
		DL.	5,9	300	A	A	C	...	...	.60	1.50
		EA.	EM-8-1646	8,7,19,9	200	A	A	C	...	.60	1.50
		OZ.	Emerson 8-9955	3,54	200	A	A	C	...	.60	1.50
		PI.	Emerson 8-3312	3	100	A	A	C	G	.60	1.50
		RD-(Service Suspended)	...	...	...	...	...	...	...	...	...
		TM.	Juniper 3-5327	8,19	400	A	A	C	...	.60	1.50
LOVELL, WYO.	LOY	See Powell, Wyo.	...	...	...	...	...	...	...	...	...

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CHEROKEE, TEX.	LDG	BN.	PO 5-7428	9,5	200	A	A	DAL	...	.80	1.35
		CO.	PO-3-4646	9,3	200	A	A	DAL	...	.80	1.35
		CM.	PO 3-9457	3	200	A	A	DAL	...	.80	1.35
COVING, TEX.	LFK	TT.	3-4521	3	150	C	...	BUJ	...	No Service Available	
COLE, WYO.	LSK	PL.	288	3	200	...	...	DEN	...	No Service Available	
CROOKING, VA.	LYH	PI.	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
CROWN, GA.	MCN	DL.	3-6731	9,3	250	C	C	ATL	G	.50	1.35
		EA.	2-8701	19,9	200	C	C	ATL	...	.50	1.35
CRAWFORD, WISC.	MSN	NO.	Cherry 4-6201	3	100	A	A	MCE	...	No Service Available	
		NV.	Cherry 9-4816	6,4,15A	500	A	A	MCE	...	No Service Available	
		OE.	Cherry 9-6441	3,54	200	A	A	MCE	...	No Service Available	
		TV.	711	3	150	C	C	DAL	...	No Service Available	
		NE.	National 3-7201	3	200	C	C	BOG	...	No Service Available	
DAKOTA, N.D.	BIS	See Bismark, N.D.	Prospect 8-2152	3	200	C	...	...	...	No Service Available	
DAKOTA, WISC.	MTW	MO.	Murray 4-5657	3	200	C	C	...	...	No Service Available	
DAKOTA, MINN.	MKT	NO.	3708	3	200	C	C	...	...	No Service Available	
DAKOTA, OHIO	MPD	LC.	Lafayette 4-7411	3	200	...	...	...	...	No Service Available	
DAKOTA, TEX.	MRP	TT.	235	3	150	C	...	ELP	...	No Service Available	
DAKOTA, FLA.	MAI	NA.	Hudson 2-2726	9	100	C	C	FFN	G	.50	1.00
DAKOTA, OHIO	PEB	See Parkersburg, W.Va.	Dhake 5-6350	3	...	...	...	...	...	...	...
DAKOTA, WISC.	MMH	See Menominee, Wisc.	714	3,54	200	C	...	...	...	No Service Available	
DAKOTA, ILL.	MEZ	LC.	Orleans 4-6585	3	200	C	...	...	...	...	...
DAKOTA, IND.	MEZ	LC.	2-2575	3	200	...	...	...	...	...	...
DAKOTA, OHIO	MMH	NO.	Granite 5-6194	3	200	C	C	...	...	No Service Available	
DAKOTA, MICH.	AST	TT.	4-4336	3	150	C	C	DAL	...	No Service Available	
DAKOTA, TEX.	MVY	NE.	Wineyard Haven 1400	3	200	C	C	DAL	...	No Service Available	
DAKOTA, CALIF.	MVY	PC.	Shawwood 3-5487	3	200	C	C	SFO	...	No Service Available	
DAKOTA, IOWA	MCW	OZ.	1095	3,54	200	A	...	MSP	...	.55	1.50
DAKOTA, N.Y.	MSS	EA.	Rockwall 9-3564	19	200	C	C	A	...	No Service Available	
DAKOTA, P.Q.	TMQ	QRA	3	19	400	...	...	...	...	No Service Available	
DAKOTA, ILL.	MTQ	OZ.	Adams 4-7100	3,54	200	C	...	...	...	No Service Available	
DAKOTA, N.Y.	TMA	CP.	CPA	3	200	C	C	...	...	No Service Available	
DAKOTA, OKLA.	MLC	CN.	Garden 3-4758	3	200	C	C	...	...	No Service Available	
DAKOTA, TEX.	MMK	TT.	MU 6-3707	3	150	C	C	DAL	...	No Service Available	
DAKOTA, IDA.	MCK	WC.	96	3	150	...	...	...	...	No Service Available	
DAKOTA, NEB.	MCK	FL.	96	3	200	...	...	...	...	No Service Available	
DAKOTA, ALASKA	MCG	AS.	3,4	1000	...	...	...	...	...	.35	.50
DAKOTA, ORE.	MFR	PC.	SP 2-6161	3,19	200	C	C	OTH	...	.55	1.60
		UA.	SPRING 3-6233	9	300	C	C	OTH	...	.55	1.60
		WC.	2-7269	3	150	C	C	OTH	...	.55	1.60
DAKOTA, ALTA.	YOH	TC.	Jackson 6-2605	3	200	C	C	C	...	.70	.75
DAKOTA, FLA.	MLB	EA.	765	19,9	200	A	C	FBI	...	No Service Available	
		NA.	Parkway 3-6444	9	200	A	C	FBI	...	No Service Available	
DAKOTA, TENN.	MMH	AA.	Whitehall 8-3374	9,5,15	8000	A	A	C	G	.55	1.35
		BN.	WH-6-8395	9	200	A	A	C	...	.55	1.35
		CA.	Whitehall 8-0393	22,9	250	A	A	C	...	.55	1.35
		DL.	WH-8-2606	9,3,5,19,1-A,32	6000	A	A	C	...	.55	1.35
		EA.	WH-2-2489	8,19,9	200	A	A	C	...	.55	1.35
		SO.	WH-8-1440	3	200	A	A	C	...	.55	1.35
		TT.	WH-6-2535	3	150	A	A	C	...	.55	1.35
DAKOTA, MICH.	MMH	NO.	Union 3-6677	3	200	C	C	...	...	No Service Available	
DAKOTA, CALIF.	MCE	UA.	Randolph 2-8011	9	200	C	C	SFO	G	.50	1.00
DAKOTA, MISS.	MEI	DL.	2-3141	9,3	300	A	C	BHM	...	.35	.75
DAKOTA, D.F.	MEK	EA.	22-12-22	5,15,10	600	...	...	A	...	...	...
		PA.	22-77-70	10	200	...	...	A	...	...	...
		WA.	46-46-60	5,6,2	5000	...	...	A	...	...	...
DAKOTA, FLA.	MIA	Avianca	46-90-60	14,2	660	...	...	A	...	...	...
		BN.	NE-4-1951	5,10	500	A	A	AC	G	.80	1.60
		BA.	Newton 4-4573	22	700	A	A	AC	...	.80	1.60
		CA.	22	200	...	...	...	...	...	...	...
		CU.	TU 7-4341	1,3,8,14A,22	200	A	A	AC	...	.80	1.60
		DL.	NE-5-2661	5,10,1-A,53	6000	A	A	AC	...	.80	1.60
		EA.	Newton 4-3571	19,7,8,16,10,19,52,9	500	A	A	AC	...	.80	1.60
		Quent	8	200	...	...	...	...	...	...	...
		KL.	Franklin 3-8455	5	550	A	A	AC	...	.80	1.60
		NA.	Newton 4-0696	9,5,6,10,52,7	400	A	A	AC	...	.80	1.60
		NE.	Newton 3-2431	6,22	200	A	A	AC	...	.80	1.60
		NW.	6,10	200	...	...	...	...	...	...	...
		PA.	NE 3-2491	4,2,6,7,10	10000	A	A	AC	...	.80	1.60
		RD.	Tuxedo 7-3501	1,15	10000	A	A	AC	...	.80	1.60
		RN.	88-6743	10000	A	A	A	AC	...	.80	1.60
		TW.	Newton 3-6511	7,50	500	A	A	AC	...	.80	1.60
		VE.	...	10000	A	A	A	AC	...	.80	1.60
DAKOTA, TEX.	MAF	AA.	Mutual 4-6281	9,5	250	C	C	ELP	...	.40	1.25
		CO.	Mutual 2-4355	9,3	200	C	C	ELP	...	.40	1.25
DAKOTA, MONT.	MIS	FL.	Cedar 2-1401	3	200	C	A	GTF	...	No Service Available	
DAKOTA, WISC.	MKE	AA.	Sheridan 4-9855	9	250	A	A	C	G	.60	1.65
		CA.	Sheridan 4-3327	3,22	250	A	A	C	...	.60	1.65
		FT.	Humboldt 3-5000	Served through MDW	10000	A	A	C	...	.60	1.65
		NO.	Humboldt 1-0500	3,9	200	A	A	C	...	.60	1.65
		NW.	Humboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C	...	.60	1.65
		OZ.	Humboldt 3-3210	3,54	200	A	A	C	...	.60	1.65
		UA.	Humboldt 1-3800	9,5	300	A	A	C	...	.60	1.65
DAKOTA, MINN.	MSP	BN.	PA-4-8748	9,3,5	500	A	A	C	G	.55	1.30
		CA.	Parkway 1-1831	22	150	A	A	C	...	.55	1.30
		FT.	Parkway 9-8321	1	6000	A	A	C	...	.55	1.30
		NO.	Parkway 2-8281	3,9	200	A	A	C	...	.55	1.30
		NW.	Parkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C	...	.55	1.30
		OZ.	Parkway 1-4456	3,54	200	A	A	C	...	.55	1.30
DAKOTA, S.D.	MOT	WA.	Parkway 1-3383	9,6	200	A	A	C	...	.55	1.30
		FL.	TE 8-5225	3	200	...	...	MSP	...	No Service Available	
		NO.	2-8212	3	200	...	...	MSP	...	No Service Available	
DAKOTA, TEX.	MMK	See McAllen, Tex.	2-2471	4	200	C	A	GTF	...	No Service Available	
DAKOTA, MONT.	MEQ	NO.	WYmn 6-8283	3	200	C	C	...	...	No Service Available	
DAKOTA, S.D.	MKE	FL.	AL 3-6401	3	200	C	C	DEN	...	No Service Available	
DAKOTA, ALA.	MOB	CA.	Greenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA.	GR-9-1401	7,8,19,9,16,52	200	A	A	C	...	.55	1.60
		NA.	Garden 6-4401	9,17	400	A	A	C	...	.55	1.60
		SO.	GR-7-3637	3	100	A	A	C	...	.55	1.60
DAKOTA, CALIF.	MOD	UA.	Lambert 3-3211	9	200	A	A	SFO	...	.50	1.25
DAKOTA, ILL.	MLI	OZ.	2-7591	3,54	200	A	C	PIA	...	.55	1.25
DAKOTA, S.B.	YQM	TC.	Moline 2-7701	9,6	300	A	C	PIA	...	.55	1.25
		MAR	EV-4-9151	6,13,22	200	C	C	C	...	.50	1.00
DAKOTA, N.J.	BIM	See Asbury Park, N.J.	4-9181	...	...	...	...	...	...	...	...
DAKOTA, IA.	MIU	DL.	FA-3-5116	9,3	300	C	C	MSY	...	.60	1.20
		SO.	FA-5-4601	3	200	C	C	...	...	.60	1.20
		TT.	...	3	...	C	C	...	...	.60	1.20
DAKOTA, P.Q.	YYY	QRA	...	3	400	C	C	...	...	...	...
DAKOTA, COLO.	MYS	FL.	Ulater 2-2341	3	200	C	C	DEN	...	No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minimum	
MONTEREY, CAL.	MY	PC.	Frontier 2-7571	3,19	200	A	C	SFO	G	.55	1.40	MONTEREY, CAL.
		UA.	Frontier 5-3157	9	300	A	C	SFO	G	.55	1.10	
MONTGOMERY, ALA.	MM	DL.	AM-4-7313	9,3	200	A	A	MTY	G	.40	.85	MONTGOMERY, ALA.
		EA.	CH-7-7361	19,8,9	200	A	A	MTY	G	.40	.85	
MONTPELIER, VT.	MPV	NE.	Capitol 3-2395	3	200	C	C	BTY	G	No Service Available		MONTPELIER, VT.
MONTREAL, QUE.	YUL	AF.	UN-6-8344	7	200	A	C	AC	G	.35	.75	MONTREAL, QUE.
		CP.	UN-6-2901	14A	500	A	AC	AC	G	.45	1.00	
		EA.	Melrose 1-3870	19,52,7	200	C	C	A	G	No Service Available		
		KL.	University 1-3411	7,10,15,23	5500	A	C	AC	G	.35	.75	
		NE.	Melrose 1-8591	22	200	C	C	A	G	.50	1.25	
		SN.										
		TC.	Hunter 9-5781	12,13,7,22	200	A	C	A	G	.45	1.00	
MONTROSE, COLO.	MTJ	FL.	Cherry 9-4236	3	200	C	A	DEN	G	No Service Available		MONTROSE, COLO.
MOREHEAD CITY, N.C.	MRI	PI.	Beaufort 2-7341	3	100	C	C	C	G	.35	.75	MOREHEAD CITY, N.C.
MORENO VALLEY, CAL.	CPT	See Clifton, Ariz.										MORENO VALLEY, CAL.
MORGANTOWN, N.C.		See Hickory, N.C.										MORGANTOWN, N.C.
MORGANTOWN, W.VA.	MDW	CA.	2-3301	3	150	C	C	PIT	G	.55	1.25	MORGANTOWN, W.VA.
MOSCOW, IDA.	PM	See Pullman, Wash.										MOSCOW, IDA.
MOSES LAKE, WASH.	EFM	See Ephrata, Wash.										MOSES LAKE, WASH.
MOUTRIE, ILL.	MRI	SO.	YU-5-4048	3	100	C						MOUTRIE, ILL.
MUSKOGEE, OKLA.	MKO	LC.	Atlas 8-3629	3	200	C						MUSKOGEE, OKLA.
		CA.	3-1870	3,4	250	A	C	C	G	.50	1.25	
		CH.	Murray 7-5494	3	200	C	A	MIC	G	No Service Available		
		TC.	Seasonal	3,7,12,13,22	200							
MYRTLE BEACH, S.C.	MYR	PI.	Hillcrest 8-6559	3	100	C		CHS	G	.45	.85	MYRTLE BEACH, S.C.
NANTUCKET, MASS.	ACK	NE.	1140	3	200	C	C	EMB	G	No Service Available		NANTUCKET, MASS.
NASHVILLE, TENN.	BNA	AA.	Chapel 2-6336	9,5,15	4500	A	A	C	G	.55	1.10	NASHVILLE, TENN.
		BN.	AL-5-5323	5,9	500	A	A	C	G	.55	1.10	
		EA.	AL-5-7412	9,19,10,7	200	A	A	C	G	.55	1.10	
		CE.	Chapel 2-6363	3,54	200	A	A	C	G	.55	1.10	
		TW.	ALpine 4-7726	7	250	A	A	C	G	.55	1.10	
NATCHEZ, MISS.	NEZ	SO.	6963	3	100	C				No Service Available		NATCHEZ, MISS.
NELSON, B.C.	YCG	CP.		9	200					.25	.60	NELSON, B.C.
NEW BEDFORD, MASS.	EWB	NE.	WYman 9-6441	3	200	A	C	C	G	.35	.75	NEW BEDFORD, MASS.
NEW BERN, N.C.	EWB	NA.	Melrose 7-5151	9	200	C	C	IMN	G	.55	1.10	NEW BERN, N.C.
		PI.	ME 7-3972	3	100	A	C	IMN	G	.55	1.10	
NEW BRUNSWICK, N.J.	NBR	NY(Service Suspended)										NEW BRUNSWICK, N.J.
NEW HAVEN, CONN.	HYV	AA.	Hobart 7-1667	9	250	A	A	C	G	.55	1.25	NEW HAVEN, CONN.
					(6000 via LGA)							
NEW IBERIA, LA.	LFT	EA.	HO-7-6311	19	200	A	A	C	G	.55	1.25	NEW IBERIA, LA.
NEW LONDON, CONN.	GON	See Lafayette, La.										NEW LONDON, CONN.
NEW ORLEANS, LA.	MSY	BN.	Hilltop 5-9357	3	200	C		C	G	.50	1.25	NEW ORLEANS, LA.
		CA.	LA-4-3411	9,3	200	C	A	AC	G	.55	1.25	
		DL.	Kenner 4-3500	22,8	200	C	A	AC	G	.55	1.25	
		EA.	Kenner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC	G	.55	1.25	
		NA.	4-3601	7,8,16,10,19,52,9	500	C	A	AC	G	.55	1.25	
		PA.	Kenner 4-3616	9,5,6,17	400	C	A	AC	G	.55	1.25	
		SO.	Jackson 2-6391	2,6	2500	C	A	AC	G	.55	1.25	
		TA.	Kenner 7-0158	3	200	C	A	AC	G	.55	1.25	
		TT.	Canal 8374	4	4500	C	A	AC	G	.55	1.25	
NEW PHILADELPHIA, OHIO	PHD	LC.	4-2729	3	200							NEW PHILADELPHIA, OHIO
NEW YORK, N.Y., or NEWARK, N.J. (In Guardia)	LGA	AA.	Havermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00	NEW YORK, N.Y., or NEWARK, N.J. (In Guardia)
		CA.	Mitchell 2-3002	22,8	200	A	A	AC	G	1.00	2.00	
		EA.	Cubana	3,22,7	200							
		NE.	NE-9-8200	7,8,16,19,52	500	A	A	AC	G	1.00	2.00	
		NY.	Illinois 7-3000	9,3,6,22	200	A	A	AC	G	1.00	2.00	
			Defender 5-6600, Ext 16	20,21	200	A	A	AC	G	1.00	2.00	
		SAB.		14,9,5,15,10	440							
		TW.	Oxford 5-4525	8,7,19,8A	400	A	A	AC	G	1.00	2.00	
		UA.	Illinois 8-4900	5,6,10	6000	A	A	AC	G	1.00	2.00	
(Idlewild)	IDL	AA.	Havermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00	(Idlewild)
		AET.	Olympia 6-6160	7	550							
		AF.	Olympia 6-5800	7	200	A	A	AC	G	1.00	2.00	
		AVIANCA		14,2	660							
		AZ.	Judson 2-6500	10	440	A	A	AC	G	.80	1.80	
		BA.	Olympia 6-5600	11,8	11100	A	A	AC	G	1.00	2.00	
		BN.	Olympia 6-5243	52	500	A	A	AC	G	1.00	2.00	
		CA.	Havermeyer 9-5340	22,8	200	A	A	AC	G	1.00	2.00	
		DL.	Olympic 6-5822	8,10,53	200	A	A	AC	G	1.00	2.00	
		EA.	Olympia 6-5109	6,7,8,10,19,52	500	A	A	AC	G	1.00	2.00	
		LM.	OL-6-5560	7		A	A	AC	G			
		LY.	Olympia 6-5290	8	650	A	A	AC	G			
		KL.	Whitehall 4-3480	2,10,15,23,8,7	5500	A	A	AC	G	.55	1.75	
		NA.	Oxford 7-8181	9,5,6,10,52,7	400	A	A	AC	G	1.00	2.00	
		NE.	OL-6-5398	9,3,6,22	200	A	A	AC	G	1.00	2.00	
		NY.	Murrayhill 7-4680	11,6,10,15A,52,2	2000	A	A	AC	G	1.00	2.00	
		PA.	Defender 5-6600	20,21	200	A	A	AC	G	1.00	2.00	
		RD.	ST-6-7341	11,2,15,6,7,10,50	10000	A	A	AC	G	1.00	2.00	
		SH.	Olympia 6-5768	1,2,15	10000	A	A	AC	G	1.00	2.00	
		SK.	Judson 6-1050	5,6,15	400	A	A	AC	G			
		SR.	Olympia 7-8000	5,6,10	1000	A	A	AC	G			
		TC.	Plaza 7-4433	2,6	6000	A	A	AC	G	1.00	2.00	
		TRC.	Judson 6-3210	22	200	A	A	AC	G	1.00	2.00	
		TW.	Olympia 6-5997	4,6,2	4000	A	A	AC	G	1.00	2.00	
		UA.	Oxford 5-4525	8,7,23,50	6000	A	A	AC	G	1.00	2.00	
			Olympia 9-7975	5,15,10,53	6000	A	A	AC	G	1.00	2.00	
(Newark)	ENR	AA.	Market 3-4062	9,5,15	6000	A	A	AC	G	1.00	2.00	(Newark)
		AL.	Market 2-2442	3,19	150	A	A	AC	G	1.00	2.00	
		AX.	Mitchell 2-4605									
		BN.	Market 3-2041	5,10	200	A	A	AC	G	1.00	2.00	
		CA.	Mitchell 2-3002	22,8	200	A	A	AC	G	1.00	2.00	
		DL.	MA-3-3943	1-A, 10	6000	A	A	AC	G	1.00	2.00	
		EA.	Mitchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC	G	1.00	2.00	
		FTL.	Market 4-3700	23	10000	A	A	AC	G	1.00	2.00	
		MO.	Mitchell 2-0335	9,3	200	A	A	AC	G	1.00	2.00	
		NA.	Market 4-1953	9,5,6,10,7	400	A	A	AC	G	1.00	2.00	
		NY.	Mitchell 2-8681	20,21	200	A	A	AC	G	1.00	2.00	
		TW.	Market 3-3640	8,7,19	400	A	A	AC	G	1.00	2.00	
		UA.	Market 2-2369	9,5,15,10,6	6000	A	A	AC	G	1.00	2.00	
NEWCASTLE, WYO.	ECS	FL.	SH 6-4421	3	200	C	D	DEN	G	No Service Available		NEWCASTLE, WYO.
NEWPORT, VT.	EPK	NE Seasonal	1099	3	200	C		FDX	G			NEWPORT, VT.
NEWPORT, ORE.	ONP	WC.	Union 7-3373	3	150							NEWPORT, ORE.
NEWPORT NEWS, VA.	PNP	CA.	Warwick 8-1141	3,4	150	C	C	C	G	.55	1.35	NEWPORT NEWS, VA.
		NA.	Lee Hall 5181	9	200	C	C	C	G	.55	1.35	
		PI.	Lyric 6-2621	3	100	C	C	C	G	.55	1.35	
NIAGARA FALLS, N.Y.	IAG	AA.	Served through Buffalo N.Y.							.65	1.95	NIAGARA FALLS, N.Y.
		CA.	Served through Buffalo N.Y.							.65	1.95	
		MO.	Served through Buffalo N.Y.							.65	1.95	
		AL.	Served through Buffalo N.Y.							.65	1.95	
NOME, ALASKA	ONE	ASA	Main 199	3,4	1000							NOME, ALASKA

Delivery Minimum	QTY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
1.10	KANSAS, NEB.	OPK	FL. NO.	Frontier 1-0415	3	200	No Service Available	
1.10	KANSAS, NEB.	OPK	NO.	Frontier 1-5600	3	200	No Service Available	
1.85	KANSAS, VA.	GRF	CA. 3-3101	Lowell 3-3101	3,4,22,8. . . .	250	A	C	C	G55	1.25
Available	NA.	Ulysses 3-4378.	9	400	A	C	C55	1.25
1.75	PT.	UL 5-4761	3	100	A	C	C	G55	1.25
1.00	RD.	Lowell 5-4978 . .	1	6000	A	C	C55	1.25
Available	KANSAS BAY, ONT. . . .	YYB	TC.	3366.	22.	200	C	A	C50	1.00
1.25	KANSAS BEND, ORE. . .	OTH	WC.	Skyline 9-1011..	3	150	A	C	C	No Service Available	
1.00	KANSAS EAST CAPE, ALASKA	OHC	AS.	3	500
Available	KANSAS HOLLYWOOD, CAL.	LBH	LX.	20.	200	LAX DEN	No Service Available	
1.75	KANSAS PLATTE, NEB. .	NYT	FL.	LE 2-3600	19.	200	No Service Available	
Available	KANSAS, CONN.	PJR	See Pearl River N.Y.
1.25	KANSAS, N.Y.	MVT	See Martha's Vineyard
1.25	KANSAS, MASS.	OAK	AA.	Highgate 4-6056 .	5,10.	6000	A	A	C75	1.55
1.25	KANSAS, CAL.	FT.	Lockhaven 2-1871.	23.	10000	A	A	C75	1.55
1.25	PA(See San Francisco)	GL-1-5888
1.25	PC.	Lockhaven 8-3422.	3,19.	200	A	A	C75	1.55
1.25	TW.	Highgate 4-6730 .	8	250	A	A	C75	1.55
1.25	UA.	Lockhaven 3134. .	9,5	6000	A	A	C75	1.55
1.25	WA.	Lockhaven 8-3012.	6	200	A	A	C75	1.55
1.25	WC.	Lockhaven 2-6400	3	150	A	A	C75	1.55
Available	KANSAS, FLA.	OCF	EA.	MA-2-3207	19.	200	A	C	TPA	G35	.75
1.25	KANSAS, TEX.	MAF	AA.	FE-7-3561	9,5	250	C	C	ELP40	1.25
1.25	ON.	Federal 7-2371..	9,3	200	C	C	ELP40	1.25
1.25	KANSAS, UTAH	OGD	WC.	Export 4-4533 . .	3	150	C	A	DEN40	1.10
1.10	KANSAS, N.Y.	OGS	MO.	1226.	3	200	C	C	C	No Service Available	
1.10	KANSAS CITY, PA. . . .	FKL	See Franklin Pa.
1.10	KANSAS CITY, OKLA. . .	OKC	AA.	Melrose 2-6378. .	9,5,10. . . .	600	A	A	DAL	G60	1.20
1.10	BN.	MU 5-5113	9,5	500	A	A	DAL60	1.20
1.10	CO.	Mutual 5-7791 . .	9,3,22. . . .	200	A	A	DAL60	1.20
1.10											

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PITTSBURGH, PA.	PIT	AA.	Spaulding 1-2255.	9.	250	A	A	C	G	.80	1.50
		AL.	Spaulding 1-3512.	3,19.	150	A	A	C		.80	1.50
		CA.	Spaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.50
		EA.	SP-1-3100	9,7,19,52.	200	A	A	C		.80	1.50
		IC.	Spaulding 1-4958.	3.	200	A	A	C		.80	1.50
		WA.	Spaulding 1-1000.	6,11.	300	A	A	C		.80	1.50
		TM.	Express 1-3240.	8,7,19,50,84,23.	3000	A	A	C		.80	1.50
		UA.	Federal 1-6137.	10.	200	A	A	C		.80	1.50
PITTSFIELD, MASS.	PSF	MO.	2-8635.	3.	100	C	C	BDL		.55	1.50
		ME.	9857.	3.	200	C	C	BDL		.55	1.50
		CN.	Capitol 4-7829.	3.	200			DAL		.35	1.50
PLAINVIEW, TEX.	PLW	EA.	1983.	19.	200	C	C	MAL		No Service Available	
PLATTSBURG, N.Y.	PLB	WA.	CBear 2-8756.	9.	200	C	C	GTF	G	.55	1.15
POCATELLO, IDA.	PIH	WC.	CBear 3-2584.	3.	150	C	C	GTF		.55	1.15
POMONA, CAL.	JFO	LX.	20.	20.	200			LAX		No Service Available	
PONCA CITY, OKLA.	PNC	CN.	Rogers 2-1611.	3.	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CIM	WC.	Glencourt 7-3101.	3.	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC. . . . .								.50	1.50
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321.	9.	300	C	A	C		.55	1.50
		EA.	YU-3-3317.	19,9.	200	C	A	C		.55	1.50
		TT. . . . .								.55	1.50
PORTLAND, ME.	PWM	NE.	SPRuce 4-3941.	9,3.	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	POX	AS.	Atlantic 8-5073.	4,6.	1000	A	A	C	G	.60	1.35
		FT.	Atlantic 1-1158.	1.	10000	A	A	C		.60	1.35
		NW.	Atlantic 7-1103.	4,6,10,2.	500	A	A	C		.60	1.35
		PA.	CA 7-5673.	10,11.	600	A	A	C		.55	1.25
		FW.	AT-8-5043.	3,4,8.	400	A	A	C		.50	1.25
		UA.	Atlantic 7-2411.	9,6,10,5.	200	A	A	C		.60	1.35
		WA.	Atlantic 7-3221.	3.	150	A	A	C		.60	1.35
		WC.	Atlantic 4-5656.	3.	200					No Service Available	
PORTSMOUTH, OHIO.	PWM	IC.	Blackburn 9-6321.	3.	200					No Service Available	
POUGHKEEPSIE, N.Y.	POU	MO.	Grover 1-3900.	3.	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	Skyline 4-4222.	3.	200	C	C	GTF		No Service Available	
PRESOTT, ARIZ.	PRC	BL.	252.	3.	200	C	C	DUG		.65	1.20
		FL.	HI 5-2100.	3.	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE.	4931.	3.	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B.C.	YXS	CP.	7.	3,6,9.	200	C	C	C		No Service Available	
PRINCE RUPERT, B.C.	YPR	CP.	3213.	3.	200	C		C		No Service Available	
PRINCETON, W.VA.	BLF	PI.	Enterprise 0500.	3.	100	C		INT		No Service Available	
PROVIDENCE, R.I.	PVD	AA.	Regent 7-1053.	9,5.	500	A	A	C	G	.50	1.35
		EA.	Regent 7-9616.	8,10.	200	A	A	C		.50	1.35
		FT.	Elmhurst 1-8500.	Served Through Boston Mass. . . . .						.50	1.35
		NA.	Regent 9-1405.	9.	200	A	A	C		.50	1.35
		NE.	Union 1-3300.	3.	200	A	A	C		.50	1.35
		UA.	Temple 1-6950.	6,9.	400	A	A	C		.50	1.35
PROVO, UTAH.	PVU	DL.	Franklin 3-7077.	6.	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO.	Whitney 8-3316.	9,3.	200	C	A	DEN	G	.40	1.00
		FL.	Whitney 8-3323.	3.	200	C	A	DEN		.40	1.00
PULLMAN, WASH.	PUN	WC.	Pullman 1-3761.	3.	150	C	A	GEG		No Service Available	
QUEREC CITY, QUE.	YQB	TC.	22.	22.	200	C	C	C		.75	1.00
QUESNEL, B.C.	YQZ	CP.	60.	3.	200	C	C			No Service Available	
QUINCY, ILL.	UIN	CZ.	Baldwin 2-3442.	3,54.	200	C	A	STL		.75	1.75
RALEIGH, N.C.	ROU	CA.	Temple 2-3876.	3,22.	150	C	A	C	G	.70	1.50
		EA.	TE 2-7380.	8,19,7,9.	200	A	A	C		.70	1.50
		PI.	Vance 8-5721.	3.	100	C	A	C	G	.70	1.50
RAPID CITY, S.D.	RAP	FL.	Fillmore 3-6361.	3.	200	C	C	DEN		1.05	1.10
		NO.	Fillmore 3-5544.	3.	200	C	C	DEN		1.05	1.10
		WA.	Fillmore 2-7110.	9.	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	East 4-4571.	3.	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA.	Reading 4-8336.	19.	200	A	A	PHL		.45	1.35
		CA.	4-4947.	3.	150	A	A	PHL		.45	1.35
		TW.	Franklin 6-7353.	19.	400	A	A	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	Laurence 7-1701.	3.	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	Chestnut 3-1211.	3,19.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RED	WC (See Bend, Ore.)								No Service Available	
REDINA, SASK.	YQR	BL.	LA-2-5622.	13,3,22.	200	C	C	C		.50	1.00
REDSBORO BEACHE.	REH	AL (Service Suspended).								No Service Available	
RENO, NEV.	RNO	UA.	Fairview 9-0001.	3.	200	C	C	SFO	G	.50	1.25
		WA.	Fairview 9-0211.	9,5,6.	200	C	C	SFO		.50	1.25
		NO.	Fairview 3-1801.	6.	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	Forest 2-6316.	3.	200	C	C			No Service Available	
RICHLAND, WASH.	RSC	See Pasco, Wash.								No Service Available	
RICHMOND, IND.	RID	LC.	4-1121.	3.	200					No Service Available	
RICHMOND, VA.	RIC	AA.	Fairfield 2872.	9.	250	A	A	C	G	.45	1.25
		AX-(Service Suspended).								No Service Available	
		CA.	7-4605.	22,4.	150	A	A	C		.45	1.25
		EA.	Fairfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA.	Republic 7-4186.	9.	200	A	A	C		.45	1.25
		PI.	RE 7-4101.	3.	100	A	A	C	G	.45	1.25
		RD (Service Suspended).								No Service Available	
RIMOUSKI, P.Q.	YRM	QBA.			400					No Service Available	
RIVERSIDE, CALIF.	RJD	BL.	Overland 9-6221.	3.	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIV	FL.	Ulster 6-3552.	3.	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	Empire 6-3455.	9.	250	A	A	RIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	RIC		.45	1.00
		PI.	Empire 6-0381.	19.	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	AT 94591.	9.	200	C	A	C	G	.35	.85
		OW.	Atlas 2-1709.	4.	200	C	A	C		.35	.85
		OE.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N.Y.	ROC	AA.	Genesee 4-0364.	9,5.	500	A	C	AC	G	.55	1.25
		CA.	Genesee 5142.	3,4,8,22.	250	A	C	AC		.55	1.25
		FT.	Baker 5-1473.	Served Through Buffalo N.Y. . . . .						.55	1.25
		MO.	Genesee 1602.	9,3.	200	A	C	AC		.55	1.25
		CZ.	5-0661.	3,54.	200					.75	1.75
		NO.	Woodland 5-1400.	3.	200					.75	1.75
ROCK ISLAND, ILL.	RID	See Moline, Ill.								No Service Available	
ROCKLAND, ME.	RKD	NE.	804.	3.	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	Empire 2-5522.	3.	200	C	C	DEN		.50	1.50
ROCKY MOUNT, N.C.	RMT	CA.	2-2144.	3.	150	C	C	RDU		.50	1.50
ROME, GA.	RMD	EA.	2-1521.	19.	200	C	A	ATL		.40	1.50
ROME, N.Y.	UCA	See Utica, N.Y.								No Service Available	
ROSEBURG, ORE.	RBO	WC.	Orchard 3-3231.	3.	150	A	A	OTH		No Service Available	
ROSWELL, N.M.	RHW	CO.	MA-2-7432.	3.	200	C	A	ELP		.35	.75
ROSS BAY, LAB.	YUP	QBA.			400					No Service Available	
ROUEN, QUE.	YUT	TC.	22.	22.	150	A	C	C		.75	1.00
ROUEN, ILL.	RYL	TC.	Orchard 8-7402.	20.	200			QFT		No Service Available	
RUTHERFORD, N.J.	RUF	NY.	Prospect 3-6990.	19.	200	C	C	LOA		No Service Available	
RUTLAND, VT.	RUT	EA.	Gladstone 6-6406.	19,3.	200	A	C	SFO	G	.60	1.35
SACRAMENTO, CALIF.	SAC	PC.	Gladstone 6-7861.	9,5,6.	400	A	C	SFO		.60	1.35
		FL.	Garden 1-2440.	3.	150	A	C	SFO		.60	1.35
		WC.	1004.	3.	200	C		DUG		No Service Available	
SAFFORD, ARIZ.	SAD	FL.	QKow 5-6371.	3,22,4.	250	C		C		.70	1.45
SAGINAW, MICH.	SBS	TC.	22.	22.	200					No Service Available	
SAGUENAY, QUE.	YBG	TC.	3-1231.	22.	200	C	C	C		.50	1.00
SAINT JOHN, N.B.	YSJ	TC.	2370.	13,22.	200	C	C	C		.50	1.00
SAINT JOHN'S, N.F.D.	YYT	MAR.		3,1,4.	500	A	A	A		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ST. JOSEPH, MO.	STJ	FL.	Adams 4-7919.	3	200	C	C	C	..	.55	1.35
ST. LOUIS, MO.	STL	CZ.	Adams 2-6066.	3,54.	200	C	C	C	..	.55	1.35
		AA.	Parkview 5-5510	9,5,10,15,22.	7000	A	A	C	G	.60	1.60
		BN.	FE-1-2243	9,3,22.	200	A	A	C	..	.60	1.60
		CN.	Perahing 1-2231	3	200	A	A	C	..	.60	1.60
		DL.	FE-1-2194	9,5,10,1-A.	6000	A	A	C	..	.60	1.60
		EA.	FE-1-0510	9,19,10,52.	200	A	A	C	..	.60	1.60
		OZ.	Perahing 1-0990-3	3,54.	200	A	A	C	..	.60	1.60
		TW.	Geneva 6-4800	8,7,19,50,8A,23.	5000	A	A	C	..	.60	1.60
ST. PAUL, MINN.	MSP	BN.	Call MSP.	9,3,5.	500	C	A	C	..	.50	1.15
		CA.	Parkway 1-1831	22.	150	C	A	C	..	.50	1.15
		FT.	Parkway 1-3311	1.	6000	C	A	C	..	.50	1.15
		NO.	Parkway 2-8281	3,9.	200	C	A	C	..	.50	1.15
		NW.	Parkway 1-3567	Ext. 204.	11,2,4,6,10,52.	2000	C	A	C	.50	1.15
		WA.	Parkway 1-3383	6,9.	200	C	A	C	..	.50	1.30
ST. PETERSBURG, FLA.	PIE	EA.	HE-6-8100	7,9,52,8,10,19.	200	C	C	C	G	.75	1.50
		DL.	5.	300	C	C	C	AC	G	.75	1.50
		NA.	Hemlock 5-2161	9,6.	200	A	C	AC	..	.75	1.50
		NE Served Through Tampa	Tampa 7-8492	6.	200	A	C	AC	..	..	..
		NW.	10.	200	..	..	..	..	..	..	..
		RD.	REDwood 6-1351	1.	6000	A	C	AC	..	.75	1.50
		TC.	5-7611.	(Served Through Tampa)	..	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	UA.	Empire 2-2441	9.	300	C	A	FDX	G	.50	1.00
		WC.	Justice 1-2448	3.	150	C	A	FDX	..	.50	1.00
ST. PETERSBURG, FLA.	PIE	CO.	TA-7-5553	3.	200	C	A	MKC	G	.35	1.00
ST. PETERSBURG, FLA.	PIE	UA.	Harrison 4-7686	9.	200	A	A	SFO	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	AL.	3158.	3.	150	C	A	..	..	.50	1.25
ST. PETERSBURG, FLA.	PIE	BL.	Davis 8-8656	9.	200	A	C	DEN	G	.40	1.10
ST. PETERSBURG, FLA.	PIE	FL.	Empire 3-6796	3,9.	200	A	C	DEN	..	.40	1.10
ST. PETERSBURG, FLA.	PIE	UA.	Davis 8-8011	9,5,6,10,15.	6000	A	C	DEN	..	.40	1.10
ST. PETERSBURG, FLA.	PIE	WA.	Davis 2-0186	9,6.	200	A	C	DEN	..	.40	1.10
ST. PETERSBURG, FLA.	PIE	WC.	Davis 8-0576	3.	150	A	C	DEN	..	.40	1.10
ST. PETERSBURG, FLA.	PIE	CO.	7196.	9,3.	200	C	C	SAT	..	.50	1.10
ST. PETERSBURG, FLA.	PIE	TT.	3193.	3.	150	C	C	SAT	..	.50	1.10
ST. PETERSBURG, FLA.	PIE	UA.	Taylor 4-1401	5,15.	6000	A	A	C	G	.55	1.10
ST. PETERSBURG, FLA.	PIE	BN.	TA 2-3351	5,9,9,7,10.	500	A	A	C	..	.55	1.10
ST. PETERSBURG, FLA.	PIE	CO.	TA 6-8591	7,9,10,52.	400	A	A	C	..	.55	1.10
ST. PETERSBURG, FLA.	PIE	EA.	TA 6-3230	9,7,10,1,52.	200	A	A	C	..	.55	1.10
ST. PETERSBURG, FLA.	PIE	TT.	TA 6-6301	3.	150	A	A	C	..	.55	1.10
ST. PETERSBURG, FLA.	PIE	TT.	GA 3-4200	3.	150	C	..	DAL	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	LX.	20.	200	C	..	..	LAX	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	WA.	Yukon 6-1119	6.	200	C	..	LAX	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	AA.	Cypress 6-6128	5,10.	600	C	A	AC	G	.65	1.50
ST. PETERSBURG, FLA.	PIE	BL.	Cypress 6-6144	3.	200	C	A	AC	..	.65	1.50
ST. PETERSBURG, FLA.	PIE	FT.	Cypress 6-6273	Served through BUR	6000	C	A	AC	..	.65	1.50
ST. PETERSBURG, FLA.	PIE	UA.	Belmont 4-7171	9,5,6,10.	400	C	A	AC	..	.65	1.50
ST. PETERSBURG, FLA.	PIE	WA.	Cypress 8-8861	6.	200	C	A	AC	..	.65	1.50
ST. PETERSBURG, FLA.	PIE	CP.	3.	200	..	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	AA.	Yukon 2-4620	5,15,50A,10.	6000	A	A	AC	G	.75	1.55
ST. PETERSBURG, FLA.	PIE	FT.	Plaza 5-9405	1,15,23.	10000	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	JL.	Juno 3-3612	6.	600	A	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	PA.	EX 7-1414	11,6,10,2.	600	A	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	PC.	Plaza 5-9200	3,19.	200	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	TW.	Yukon 2-5800	8,7,50,23.	4000	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	UA.	Juno 8-2424	9,5,15,6,10,53.	6000	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	WA.	Plaza 6-0677	6.	200	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	WC.	Plaza 6-8555	3.	150	A	A	AC	..	.75	1.55
ST. PETERSBURG, FLA.	PIE	PC.	Cypress 5-5408	3,19.	200	C	C	SFO	..	1.00	2.00
ST. PETERSBURG, FLA.	PIE	DL.	9-0045	9.	200	..	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	EA.	9-0020	10,6,52.	200	C	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	PA.	2-5000	2,6,10,15.	6000	C	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	RD.	9-0360	1,2.	6000	C	A	AC	..	..	..
ST. PETERSBURG, FLA.	PIE	TRC.	San Juan 9-0037	4,6,2.	4000	C	A	AC	..	.65	1.35
ST. PETERSBURG, FLA.	PIE	PC.	Enterprise 1-1513	..	..	..	..	..	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	BL.	Kimberly 5-1146	3.	200	C	C	LAX	..	.65	1.50
ST. PETERSBURG, FLA.	PIE	LX.	20.	200	C	C	C	LAX	..	..	..
ST. PETERSBURG, FLA.	PIE	PC.	Woodland 8-5121	19.	200	..	C	LAX	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	UA.	Woodland 7-1255	9.	200	A	A	LAX	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	See San Jose, Calif.	..	..	..	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	SW (Service Suspended)	..	..	..	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	CO.	3-6397	9,3,22.	200	C	C	ELP	G	1.05	1.10
ST. PETERSBURG, FLA.	PIE	TW.	3-6671	19.	250	C	C	ELP	..	1.05	1.10
ST. PETERSBURG, FLA.	PIE	PC.	Walnut 5-2541	3.	200	C	C	LAX	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	LX.	20.	200	C	..	..	LAX	..	..	..
ST. PETERSBURG, FLA.	PIE	PC.	Liberty 2-7095	3,19.	200	C	C	SFO	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	EA.	2052	19.	200	C	C	MAL	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	SRQ.	Elgin 5-5131	9,6.	200	A	C	TPA	..	.50	1.00
ST. PETERSBURG, FLA.	PIE	RD (Demand Service)	..	..	..	..	..	..	..	.50	1.00
ST. PETERSBURG, FLA.	PIE	TC.	8224	13,22.	200	C	C	C	..	.50	1.00
ST. PETERSBURG, FLA.	PIE	NO.	Meirose 2-3371	3,4.	250	C	C	AC	G	.50	1.00
ST. PETERSBURG, FLA.	PIE	TC.	Meirose 2-3371	3.	200	C	C	AC	G	.50	1.00
ST. PETERSBURG, FLA.	PIE	DL.	Algon 6-5666	22.	200	C	C	C	..	.75	1.50
ST. PETERSBURG, FLA.	PIE	TC.	AD 3-0267	9,3.	300	A	A	C	G	.75	1.50
ST. PETERSBURG, FLA.	PIE	EA.	Adams 3-6651	19.	200	A	A	C	..	.75	1.50
ST. PETERSBURG, FLA.	PIE	NA.	Adams 6-8234	9.	200	A	A	C	..	.75	1.50
ST. PETERSBURG, FLA.	PIE	FL.	Meirose 2-2700	3.	200	C	C	DEN	..	.55	1.10
ST. PETERSBURG, FLA.	PIE	QBA	..	3.	400	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	See Wilkes-Barre, Pa.	..	..	..	..	..	..	..	..	..
ST. PETERSBURG, FLA.	PIE	AS.	Cherry 2-0600	4,6.	1000	C	C	AC	G	.50	1.50
ST. PETERSBURG, FLA.	PIE	NW.	Cherry 4500	11,6,10,15A,4,2,52.	2000	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	PA.	MA 4-2121	11,10.	600	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	PN.	Cherry 3-1079	4,8,16. . . . .	..	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	TC.	Cherry 2211	3.	200	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	UA.	Mutual 2-3700	9,6,10,5.	400	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	WA.	Cherry 3-5800	6.	200	C	C	AC	..	.50	1.50
ST. PETERSBURG, FLA.	PIE	FT.	Parkway 3-5916	1.	10000	C	C	AC	..	.60	1.65
ST. PETERSBURG, FLA.	PIE	WC.	Parkway 3-5500	3.	150	C	C	AC	..	.60	1.65
ST. PETERSBURG, FLA.	PIE	DL.	4-758	3.	200	C	C	ATL	..	.45	.90
ST. PETERSBURG, FLA.	PIE	TC.	22.	200	C	C	C	C	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	EA.	EV-3-521	19,9.	200	C	A	BHM	..	.35	.75
ST. PETERSBURG, FLA.	PIE	WA.	Orchard 4-4244	6.	200	C	C	GTP	..	.50	1.00
ST. PETERSBURG, FLA.	PIE	BN.	Twinsbrook 2-4328	3.	200	C	C	DAL	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	DL.	6-745	9,3.	200	C	A	DAL	..	.65	1.35
ST. PETERSBURG, FLA.	PIE	TT.	6-183	9,3,8,19.	3000	C	A	DAL	..	.65	1.35
ST. PETERSBURG, FLA.	PIE	FL.	6-457	3.	150	C	A	DAL	..	.65	1.35
ST. PETERSBURG, FLA.	PIE	838	3.	200	C	A	GTP	..	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	3542	3.	200	..	..	..	DEN	..	..	..
ST. PETERSBURG, FLA.	PIE	0807	3.	200	C	A	DUG	..	..	No Service Available	..
ST. PETERSBURG, FLA.	PIE	8-555	3.	200	A						

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SMITHERS, B.C.	YYD	CP.	Atlantic 8-4441	1,3,6,9	200	..	..	..	..	..	..
SOUTH BEND, IND.	SNB	PT.	Central 4-4172	Served Through Chicago	200	A	A	CHI	G	.55	1.25
		NO.	Central 3-5131	3	200	A	A	CHI	..	.55	1.25
		TW.	Central 2-1414	19	250	A	A	CHI	..	.55	1.25
		UA.	Central 2-4811	9	300	A	A	CHI	..	.55	1.25
SOUTHERN PINES, N.C.	SOP	PT.	2-8941	3	100	C	C	HOU	..	1.00	1.00
SPARTANBURG, S.C.	SPA	DL.	7131	3	200	A	A	ATL	..	.45	1.25
		EA.	3-4571	19	200	A	A	ATL	..	.45	1.25
		SO.	3-5532	3	100	A	A	ATL	..	.45	1.25
SPEARFISH, S.D.	SPF	NO.	57	3	200	C	C	..	..	No Service Available	..
SPOKANE, WASH.	GGG	NW.	Madison 4-3213	11,4,6,10,2	500	A	A	C	G	.60	1.60
		UA.	Temple 8-8222	9,5,6	300	A	A	C	..	.60	1.60
		WC.	RI 7-7114	3	150	A	A	C	..	.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464	9	250	C	A	C	G	.40	1.10
		CE.	8-9677	3,54	200	C	..	C	..	.40	1.10
SPRINGFIELD, MASS.	BOL	AA.	Republic 7-3774	Served Through Hartford . . . . .	..	..	..	..	G	.65	1.25
(Bradley Field)		EA.	RE-2-6275	Served Through Hartford . . . . .	..	..	..	..	..	.65	1.25
		PT.	Republic 4-5675	Served Through Hartford . . . . .	..	..	..	..	..	.65	1.25
		NE.	National 3-4418	Served Through Hartford . . . . .	..	..	..	..	..	.65	1.25
		TW. . . . .	..	..	..	..	..	..	..	.65	1.25
		UA.	REpublic 9-3851	5,9,10,15	4000	A	C	..	..	.65	1.25
SPRINGFIELD, MASS.	RAF	MO.	REpublic 7-0107	3	200	A	C	C	..	.65	1.25
(Barnes Field)		AA.	4-1871	9	250	A	C	MKC	G	.40	1.10
SPRINGFIELD, MO.	SGF	DL.	4-7353	9,3	200	A	C	MKC	..	.40	1.10
		CE.	4-6861	3,54	200	A	C	MKC	..	.40	1.10
SPRINGFIELD, OHIO	SGH	LC.	Enterprise 5-6408	Served Through Dayton . . . . .	..	..	..	..	..	..	..
STAMFORD, CONN.	SGC	NY.	Davis 3-8785	20	200	..	..	LGA	..	No Service Available	..
STATE COLLEGE, PA.	PSB	See Philipaburg, Pa. . . . .	..	..	..	..	..	..	..	..	..
STEPHENSVILLE, NFD.	YJT	TC.	5132	13	200	C	C	AC	..	.35	.75
		MAR.	3,2144	3,1,4	500	A	A	A	..	..	..
STERLING, CALIF.	STK	FL.	LA 2-5445	3	200	..	..	DEN	..	..	..
STEVENS POINT, WIS.	STE	NO.	Diamond 4-2233	3	200	C	C	..	..	No Service Available	..
STILLWATER, OKLA.	SWO	CH.	Frontier 2-2647	3	200	C	C	DAL	..	No Service Available	..
STOCKTON, CALIF.	SCK	PC.	Howard 4-2440	3	200	C	C	SFO	G	.80	1.85
		UA.	Howard 6-9755	9	300	C	C	SFO	..	.80	1.85
STUART, FLA.	SUA	RD (Demand Service)	933	1	6000	..	..	..	..	No Service Available	..
STUTTGART, ARK.	SGT	WA.	2-6200	3	150	C	C	MEM	..	No Service Available	..
SUDBURY, ONT.	YSB	TC.	GSborne 4-2486	22	200	C	C	C	..	.50	1.50
SUPERIOR, WISC.	---	See Duluth . . . . .	..	..	..	..	..	..	..	..	..
SWIFT CURRENT, SASK.	YYN	TC.	2945	3	200	C	C	C	..	.70	.75
SYDNEY, N.S.	YQY	TC.	4546	13,22	200	C	C	C	..	.50	1.50
SYRACUSE, N.Y.	SYR	AA.	GLenview 4-2423	9,5	500	C	C	C	G	.45	1.25
		EA. . . . .	..	7,19	200	C	C	C	..	.45	1.25
		MO.	54-3251	9,3	200	C	C	C	..	.45	1.25
TACOMA, WASH.	SEA	WA.	Broadway 2-5188	6	200	C	C	AC	..	.65	1.75
TALLAHASSEE, FLA.	TLH	EA.	3-2800	19,9	200	A	A	PFN	G	.50	1.50
		NA.	2-4410	9	200	A	A	PFN	..	.50	1.50
TAMPA, FLA.	TPA	CA. . . . .	..	..	..	..	..	..	..	.75	1.50
		EA.	REDwood 6-2461	8,7,19,9,52,10	200	A	A	AC	G	.75	1.50
		DL. . . . .	..	5	300	A	A	AC	..	.75	1.50
		NA.	REDwood 6-9833	9,5,6,52	400	A	A	AC	..	.75	1.50
		NE.	RE 6-2987	6,22	200	A	A	AC	..	.75	1.50
		NW. . . . .	..	10,6	200	..	..	..	..	.75	1.50
		RD.	REDwood 6-1351	1	6000	A	A	AC	..	.75	1.50
		TC.	Enterprise 5-7611	13,7	200	A	A	AC	..	.75	1.50
		TW.	REDwood 6-4108	7	250	A	A	AC	..	.75	1.50
TEMPLE, TEX.	TPL	ACA.	HE-5-2151	1 . . . . .	..	A	A	AC	..	..	..
		CT.	FR 3-5222	3,9 . . . . .	..	C	C	SAT	Q	.55	1.35
		CP.	152	3	200	C	C	SAT	..	.25	.40
TERRACE, B.C.	YXT	TC.	1-6159	3 . . . . .	..	A	C	EVV	..	..	..
TERRE HAUTE, IND.	HUF	TW.	Lincoln 1234	19	250	A	C	EVV	..	No Service Available	..
		LC. . . . .	..	..	..	..	..	LGA	..	No Service Available	..
TETERBORO, N.J.	TEB	NY. . . . .	..	..	..	..	..	DAL	..	.50	1.10
TEXARKANA, ARK.	TXK	BN.	2-6562	3	200	C	C	DAL	..	.50	1.10
		TT.	2-4517	3	150	C	C	DAL	..	.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	Murdock 1-1223	3	200	C	A	..	..	No Service Available	..
TIMMINS, ONT.	YTS	TC.	1440	22	200	C	C	C	..	.35	1.25
TOLEDO, OHIO	TOL	CA.	Holland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	Holland 7-2369	9,3	300	C	A	C	..	.45	1.50
		EA.	Holland 7-2311	9,7,10	200	C	A	C	..	.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit Mich. . . . .	..	..	..	..	..	.45	1.35
		LC.	UN(Holland) 5-2358	3	200	C	A	C	..	..	..
		TW.	CHerry 4-8343	3,19	250	C	A	C	..	.45	1.50
		UA.	UNiversity 5-5261	9,6	400	C	A	C	..	.45	1.50
TONOPAH, NEV.	TTH	BL.	742	3	200	C	A	SFO	..	No Service Available	..
TOPEKA, KAN.	TTH	CO.	Central 3-2307	3	200	A	A	MKC	G	.55	1.25
		CH.	Central 3-9671	9	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	Empire 8-4365	9,5	600	A	A	AC	..	.45	1.10
		CP.	Butler 6-3601	14A	200	A	A	AC	..	.45	1.50
		TC.	Empire 6-9471	12,13,7,22	200	C	C	C	..	.75	.75
TRAIL, B.C.	---	See Castlegar	1388	9	200	C	C	C	..	No Service Available	..
TRAVERSE CITY, MICH.	TVC	CA.	Windsor 7-5955	3,4	150	A	A	MKG	..	..	..
TRENTON, N.J.	TTN	AL.	Tuxedo 2-4100	3	150	C	A	PHL	..	.55	1.10
		NY (Service Suspended) . . . . .	..	..	..	..	..	..	..	..	..
TUSCON, ARIZ.	TUS	AA.	Main 3-4911	5,10	600	A	A	DUG	G	.78	1.50
		FL.	Main 2-7447	3,9	200	A	A	DUG	..	.78	1.50
		TW.	Main 3-5438	8	250	A	A	DUG	..	.78	1.50
TULSA, OKLA.	TUL	BN.	Temple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		CO.	Temple 3-1561	9,3	500	A	A	MKC	..	.50	1.25
		CH.	Temple 5-7677	9,3,5	200	A	A	MKC	..	.50	1.25
		TW.	Temple 5-9521	3	200	A	A	MKC	..	.50	1.25
		SO.	Luther-4-6127	8	250	A	A	MKC	..	.50	1.25
TUPELO, MISS.	TUP	SO.	Vinewood 2-2055	3	100	C	..	..	..	.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	FL 2-3541	3	100	..	A	..	..	.50	1.00
TUSCUMBA, ALA.	MSL	See Sheffield, Ala. . . . .	..	..	..	..	..	..	..	..	..
TWIN FALLS, IDA.	TWF	WC.	REDwood 3-6721	3	150	C	C	GBG	..	.50	1.00
TYLER, TEX.	TYR	TT.	4-9379	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	Homestead 2-3742	3	200	..	C	..	..	No Service Available	..
UNIVERSITY, OXFORD, MISS.	UOX	SO.	2498	3	100	..	..	..	..	No Service Available	..
URBANA, ILL.	UHL	See Champaign, Ill. . . . .	..	..	..	..	..	..	..	..	..
UTICA, N.Y.	UCA	MO.	6-9375	9,3	200	C	C	C	G	.75	1.00
VAL D'OR, QUE.	YVO	TC. . . . .	..	22	200	C	C	C	..	.50	1.35
VAIDOSTA, GA.	VLD	NA.	CHerry 2-4862	17	100	C	C	JAX	..	.60	1.35
		SO.	CH 2-8945	3	100	C	C	JAX	..	.60	1.35
VALENTINE, NEB.	VTN	FL.	82	3	200	..	..	OMA	..	No Service Available	..
VANCOUVER, B.C.	YVR	TC.	TATlow 6301	12,13,3,7,22	200	C	C	C	..	.35	.85
		UA.	CREstwood 8-2177	9,10,6,5	300	C	C	C	..	.45	.85
		CP.	MUTual 3-9211	3,6,9,14A	500	C	AC	C	..	.35	.85
VENTURA, CALIF.	OKR	See Oxnard, Calif. . . . .	..	..	..	..	..	..	..	No Service Available	..
VERNAL, UTAH.	VEL	FL.	973	3	200	C	A	DEN	..	.35	.75
VERO BEACH, FLA.	VVB	EA.	2344	19	200	A	A	FBI	..	.75	1.50
VICKSBURG, MISS.	VVS	SO.	590	3	100	C	..	..	..	.35	.75
VICTORIA, B.C.	YYJ	TC.	2-5147	3	200	C	C	C	..	No Service Available	..
VICTORIA, TEX.	AOE	TT.	RI 5-2341	3	150	C	..	SAT	..	..	..

U.S.A. AND CANADIAN CITY DIRECTORY												
Delivery Minimum	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
1.20	ACACIA BEACH, VA.	ORF	PI.	UL 5-4761	3					G		
1.20	ACACIA, CALIF.	VIS	UA.	Redwood 4-9293	9	200	C	C	LAX		No Service Available	
1.20	ACT, TEX.	ACT	BN.	PL-43561	9	200	C	A	DAL	G	.55	1.25
1.20	ADAMS, WASH.	ADW	CO.	Plymouth 4-4618	3	200	C	A	DAL		.55	1.25
1.20			UA.	Jackson 5-5860	9	200	A	A	GBG		.75	1.35
1.20			WC.	Jackson 9-0780	3	150	A	A	GBG		.75	1.35
1.20	ADAMS, OHIO			Served Through Youngstown, Ohio								
1.20	ADAMS, VA.	PHF		See Newport News								
1.20	ADAMSTON, D.C.	DCA	AA.	Executive 3-6460	9,5,15	6000	A	A	AC	G	.65	1.50
1.20			AL.	District 7-9660	3,19	150	A	A	AC		.65	1.50
1.20			AX-(Service Suspended)									
1.20			BN.	Sterling 3-6280	5,52	500	A	A	AC		.65	1.50
1.20			CA.	Sterling 3-300	3,4,8,22	250	A	A	AC		.65	1.50
1.20			DL.	District 7-9640	9,10,8	300	A	A	AC		.65	1.50
1.20			EA.	RE 7-6880	10,8,6,7,19,52	400	A	A	AC		.65	1.50
1.20			NA.	District 7-8905	9,5,6,10,52	200	A	A	AC		.65	1.50
1.20			NE.	Sterling 3-3931	6,22	500	A	A	AC		.65	1.50
1.20			NW.	Sterling 3-9014	11,10,6	500	A	A	AC		.65	1.50
1.20			PA.	Republic 7-5700	10,10,6	400	A	A	AC		.65	1.50
1.20			PI.	District 7-1800	3	100	A	A	AC	G	.65	1.50
1.20			RD.	Served Through Baltimore, Md.							.65	1.50
1.20			TW.	Sterling 3-4221	8,7,19	400	A	A	AC		.65	1.50
1.20			UA.	Sterling 3-0895	9,10,6,5	300	A	A	AC		.65	1.50
1.20	ADAMSTON, IOWA	ALO	BN.	AD 4-6835	9,3	200	C	C	PIA		.55	1.35
1.20			OZ.	Adams 2-0042	3,5,4	200	C	C	PIA		.55	1.35
1.20	ADAMSTON, N.Y.	AMT	CA.	Tennysen 6-3311	19	200	C	C	A	G	.45	.85
1.20			MO.	Tennysen 6-2020	9,3	200	C	C	A		.45	.85
1.20	ADAMSTON, S.D.	ATY	NO.	Turner 6-5729	3	200	A	C	MSP		No Service Available	
1.20	ADAMSTON, ME.	WVL	NE.	Trinity 2-2153	3	200	C	C	BGR		.35	.75
1.20	ADAMSTON, W.T.	YQH	CP.	2-2096	3,5,6,9	200						
1.20	ADAMSTON, WIS.	AUM	AW.	3400	19	200	C	C			No Service Available	
1.20	ADAMSTON, GA.	AYS	EA.	Normandy 2-2651	3	150	C	A	JAX		No Service Available	
1.20	ADAMSTON, WASH.	EAT	WC.						SEA		No Service Available	
1.20	ADAMSTON, ARK.	HEE		See Helena, Ark.								
1.20	ADAMSTON, FLA.	FBI	EA.	Overland 3-9936	7,6,9,52,10	200	A	A	AC	G	.40	1.35
1.20			NA.	Temple 3-7275	9	200	A	A				

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Chinchillas.....	All points.....	Frontier....	Applies to Air Freight only; does not apply to Air Express.
Dogs.....	All points.....	Bonanza....	Applies to Air Express and Air Freight (Dogs will be carried as excess baggage only).
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	
Live-Animals.....	All points.....	Bonanza....	Applies to Air Freight, Air Express on F-27A equipment only.
Live-Animals.....	Through Chicago.....	Ozark.....	
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	
Poultry.....	All points.....	Ozark.....	Applies to Air Express and Air Freight.
Rodents.....	All points.....	Pacific....	Applies to Air Freight and Air Express.
Shipments of Metallic Mercury or Manufactured Articles, apparatus, etc., Containing Metallic Mercury.....	All points.....	North Central...	
	All points.....	Northwest...	

EXPLANATION OF CODES AND SYMBOLS

X -Daily
 * -Weekdays (Monday through Saturday)
 ① -Monday
 ② -Tuesday
 ③ -Wednesday
 ④ -Thursday
 ⑤ -Friday
 ⑥ -Saturday
 ⑦ -Sunday
 Ex-Except

P -Combination Passenger/Cargo
 Flights with Max. Cargo capacity.
 Ar-Arrival
 Lv-Departure
 f -Optional Landing (flag stop)
 X -Technical Landing
 ■ -Service Temporarily Suspended

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

Aircraft	Chart No.	Page No.
Boeing 707	50, 50A	G-17
Boeing Stratocruiser (combination)	11	G-17
Bristol Britannia	14-A	G-17
Canadair North Star (All-Cargo)	12	G-18
Canadair North Star (combination)	13	G-18
Consolidated Convair (combination)	9	G-18, 19
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46) (All Cargo)	1-A	G-17
De Havilland Comet IV	51	G-18
Douglas C-47 (All Cargo)	14	G-19
Douglas C-54 (All Cargo)	2	G-20
Douglas DC-3 (combination)	3	G-23
Douglas DC-4 (combination)	4	G-21
Douglas DC-6 (combination)	5	G-21
Douglas DC-6A (combination)	15-A	G-22
Douglas DC-6A (All-Cargo)	15	G-23

Aircraft	Chart No.	Page No.
Douglas DC-6B (combination).....	6	G-22
Douglas DC-7, DC-7B, DC-7C (comb.).....	10	G-22
Douglas DC-8.....	53	-
Fairchild F-27 see DC-3.....	54	Use DC-3 Chart
Lockheed Constellation (combination).....	8	G-24
Lockheed Constellation Speedpak (All-Cr.)	16	G-24
Lockheed Electra.....	52	G-24
Lockheed Super Constellation (comb.).....	7, 7A	G-24
Lockheed Super Constellation (All Cargo)..	23	G-23
Lockheed Constellation 049.....	8A	G-24
Martin (combination).....	19	G-25
Sikorsky S-55 (combination).....	20	G-25
Smith Curtiss Commuter.....	18	Use
	Convair	Chart 9.
Vickers Viscount (combination).....	22, 22A	G-25
Vertol 44 S-58.....	21	G-25

50

BOEING 707

Applicable To PAA, TWA

		4	8	12	16	20	24	28	32	36	40	44	48			
68	A	108	—	—	Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.									A	68	
68	A	126	—	—										A	66	
64	A	140	106	—										A	64	
62	A	152	125	—										A	62	
60	A	162	139	101										A	60	
58	A	171	150	118	Line B — Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.									A	58	
56	A	181	160	130										A	56	
54	A	190	170	141										99	A	54
52	A	199	180	151										118	A	52
50	A	208	188	161										130	A	50
47	A	221	201	174	147	121	106	94	84	63	53	—	—	A	47	
	B	127	120	112	103	95	87	78	70	63	53	—	—	A	47	
44	A	232	214	186	161	137	123	113	105	96	85	65	—	A	44	
	B	133	126	118	110	102	95	88	84	82	80	65	—	A	44	
40	A	243	229	202	178	156	140	124	114	106	95	85	—	A	40	
	B	149	141	134	133	130	124	116	109	102	95	85	—	A	40	
36	A	250	241	218	195	173	156	138	125	113	106	96	74	B	36	
	B	169	168	162	153	145	136	128	120	113	106	96	74	B	36	
32	A	255	250	233	210	187	168	149	135	125	114	105	87	A	32	
	B	198	194	182	170	160	148	139	130	122	114	105	87	A	32	
28	A	259	257	243	225	200	179	159	149	138	124	113	96	A	28	
	B	222	215	200	186	174	160	149	139	130	122	113	96	A	28	
24	A	263	261	254	238	212	189	179	168	156	140	123	103	A	24	
	B	242	236	219	202	187	172	158	147	137	128	119	103	A	24	
20	A	266	265	261	249	222	202	180	173	156	137	109	A	20		
	B	261	257	238	218	200	183	167	153	143	133	125	109	A	20	
16	A	271	268	268	258	243	218	198	183	165	146	117	142	A	16	
	B	269	268	256	233	213	193	175	159	148	138	129	114	B	16	
12	A	273	271	269	266	261	254	243	233	218	202	186	169	A	12	
	B	272	270	269	248	224	202	181	164	152	141	132	118	B	12	
8	A	274	272	271	268	265	261	257	250	241	229	214	197	A	8	
	B	274	272	271	263	233	209	187	169	155	144	134	121	B	8	
4	A	276	274	273	271	266	263	259	255	250	243	232	216	A	4	
	B	275	274	273	270	240	214	190	172	158	146	135	123	B	4	
		4	8	12	16	20	24	28	32	36	40	44	48			

PACKAGE WIDTH IN INCHES

50A

BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE INTERSECTION OF THE OTHER TWO COLUMNS

Applicable To AA[illegible]

SECOND DIMENSION (WIDTH) - INCHES

11

BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

AIRCRAFT CHARTS

13

CANADAIR NORTH STAR (COMBINATION)

	HEIGHT (IN INCHES)																														
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	
WIDTH (IN INCHES)	2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	14	122	120	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
	30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
	32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34																
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32																
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32																

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12

CANADAIR NORTH STAR (ALL-CARGO)

WIDTH (IN INCHES)	HEIGHT (IN INCHES)											
	30	48	62	67	88	89	70	71	71½			
1	372	372	312	251	239	227	209	190	166			
2	372	372	290	238	226	215	199	183	158			
3	372	350	269	227	215	205	190	175	151			
4	372	330	255	216	205	196	181	168	146			
5	372	310	243	205	195	189	174	161	143			
6	372	293	231	196	187	181	167	155	140			
7	352	280	220	188	180	174	160	149	122			
8	332	266	210	180	173	167	154	144	104			
9	313	255	201	173	167	162	147	140	96			
10	295	244	192	167	162	155	140	137	91			
11	278	235	185	161	157	150	135	133	88			
12	262	225	179	157	152	145	130	130				
13	249	217	173	152	146	140	124	115				
14	236	208	167	147	141	135	119	107				
15	226	200	162	143	136	130	114	100				
16	216	193	151	138	132	125	109	95				
17	206	186	151	134	128	121	105	89				
18	198	180	147	130	123	117	101					
19	190	174	142	125	119	113	98					
20	183	168	138	122	115	109	94					
21	175	163	134	118	111	105	90					
22	169	158	130	114	107	102						
23	163	153	127	111	104	99						
24	158	148	124	108	101	96						
25	153	144	121	105	98	92						
26	149	139	117	102	95							
27	144	135	114	100								
28	139	131	111	98								
29	135	127	108									
30	132	124	103									
31	128	120	102									
32	124	117	100									
33	121	113										
34	117	110										
35	114	107										

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1

CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	HEIGHT (IN INCHES)					
	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
78	102	102	102	94	61	
81	90	90	90	84	54	
84	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51

DE HAVILLAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	First Dimension in Inches									
	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	78
15	78	78	78	78	78	78	78	78	78	78
16	78	78	78	78	78	78	78	78	78	78
17	78	78	78	78	78	78	78	78	78	78
18	78	78	78	78	78	78	78	78	78	78
19	78	78	78	78	78	78	78	78	78	78
20	78	78	78	78	78	78	78	78	78	78
22	78	78	78	78	78	78	78	78	78	78
24	78	78	78	78	78	78	78	78	78	78
26	78	78	78	78	78	78	78	78	78	78
28	78	78	78	78	78	78	78	78	78	78
30	78	78	78	78	78	78	78	78	78	78

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

1-A CURTISS C-46 (All-Cargo) (SUPER D-46)

Applicable to DL Only

HEIGHT (SMALLER DIMENSION)

WIDTH	HEIGHT (SMALLER DIMENSION)				
-------	----------------------------	--	--	--	--

AIRCRAFT CHARTS

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

2

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
52																										550	550
54																											550
56																											550
58																											550
60																											550
62																											550
64																											550
66																											550
68																											550
70																											550
72																											550
74																											550
76																											550
78																											550
80																											550
82																											550
84																											550
86																											550
88																											550
90																											550
92																											550
94																											550

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2 4 6	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8 10 12	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
	533	527	521	508	495	488	335	210	190	179	168	160	154	151	149	145	143	140	138	136	133	131	129	127	125	123	121
	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14 16 18	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20 22 24	378	368	357	332	303	295	231	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	115
	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	115	115
	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26 28 30	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32 34 36	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	108
	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	107	106
	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	106	105
38 40 42	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	110	109	108	107	106	105	104	103
	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	109	108	107	106	105	104	103	102
	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	102	101
44 46 48	195	189	183	176	169	160	146	136	130	125	121	118	115	114	111	110	109	108	107	106	105	104	103	102	101	100	99
	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	100	99	98
	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	98	97
50 52 54	163	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	99	98	97
	170	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	100	99	98	97	96
	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95
56 58 60	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94
		142	138	134	129	127	122	119	116	113	110	108	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92
			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91
62 64 65			126	121	119	117	115	112	109	107	105	103	101	100	99	98	97	96	95								
				117	114	111	110	107	105	102	100	98	96	95	94	93	92	91	90								
					111		108	105	102	100	98	96	95	94	93	92	91	90	89								

AIRCRAFT CHART

4

DOUGLAS DC-4

LINE A applies to: CA, KL, PA

LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86											
	B	72											
12	A	86	86	86	86	86							
	B	72	72	65	65	60							
14	A	86	86	86	86	86	86						
	B	72	72	65	65	60	57						
16	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55					
18	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55	52				
20	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
22	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	47		
24	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	45	
26	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	47		
28	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50			
30	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52				
32	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55					
34	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57						
36	A	86	86	86	86	86	86						
	B	65	65	65	65	60	57						
38	A	86	86	86	86	86							
	B	65	65	65	65	60	57						
40	A	86	86	86	86								
	B	65	65	65	65	60							
42	A	86	86	86									
	B	65	65	65	65								
44	A	86	86	86									
	B	65	65	65	65								
46	A	86	86										
	B	65	65	65									
48	A	86	86										
	B	65	65	65									
50	A	86											
	B	65	65										
52	A	86											
	B	65	65										
54	A												
	B												
56	A												
	B												

SECOND DIMENSION (IN INCHES)

FIND THIRD DIMENSION

DOUGLAS DC
 E A applies to: AA, CO
 E B applies to: BN, DL, KL, NA, SN,
 E C applies to: UA

			FIRST DIMENSION (IN INCHES)												
			2	4	6	8	10	12	14	16	18	20	22	24	26
LINE		TYPE													
			A	B	C	A	B	C	A	B	C	A	B	C	A
2			150	150	150										
4			150	150	150										
6			150	150	150										
8			150	150	150										
10			150	150	150										
12			150	150	150										
14			150	150	150										
16			150	150	150										
17			150	150	150										
18			150	150	150										
19			150	150	150										
20			150	150	150										
21			150	150	150										
22			150	150	150										
23			150	150	150										
24			150	150	150										
25			150	150	150										
26			150	150	150										
27			150	150	150										
28			150	150	150										
29			150	150	150										
30			150	150	150										
31			150	150	150										

SECOND DIMENSION (IN INCHES)

WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)

Width only (in inches)

AIRCRAFT CHARTS

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:
Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23"x28"x44"	LC.....	20"x24"x44"
CP.....	24"x28"x35 7/8"	FL.....	36"x44"x86"
	56"x56"x 93"	NE, PA & PC.	28"x40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29	29
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25	25
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25	25
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25	25
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25	25

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15 DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	606	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382	
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23 LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
15	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
86	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

		FIRST DIMENSION (IN INCHES)																								
		2	12	13	18	18	21	24	25	28	29	30	38	40												
SECOND DIMENSION (IN INCHES)	2	312	300	300	300	300	300	300	300	123	100	100	100	100												
	3	312	300	266	220	220	200	200	200	200	111	100	100	100	100											
	4	300	300	200	200	200	200	200	200	200	111	100	100	100	100											
	6	300	202	170	170	170	170	170	170	170	101	100	100	100	100											
	8	300	177	152	152	152	152	152	152	152	100	100	100	100	100											
	9	300	158	137	137	137	137	137	137	137	100	100	100	100	100											
	10	300	158	137	137	137	137	137	137	137	100	100	100	100	100											
	12	300	142	128	124	124	124	124	124	124	100	100	100	100	100											
	13	300	128	114	114	114	114	114	114	114	100	100	100	100	100											
	14	300	128	114	114	114	114	114	114	114	100	100	100	100	100											
	15	300	124	114	108	108	108	108	108	108	100	100	100	100	100											
	16	300	124	114	108	108	108	108	108	108	100	100	100	100	100											
	17	300	124	114	108	104	104	104	104	104	100	100	100	100	100											
	18	300	125	114	108	104	104	104	104	104	100	100	100	100	100											
	19	300	124	114	108	104	101	101	101	101	60	60	60	60	60											
	20	300	124	114	108	104	101	101	101	101	60	60	60	60	60											
	21	300	124	114	108	104	100	100	100	100	60	60	60	60	60											
	22	300	124	114	108	104	100	80	80	80	42	42	29	29	29											
	23	300	124	114	108	104	100	52	48	45	42	42	29	29	29											
	24	300	124	114	108	104	100	52	48	45	42	42	29	29	29											
	25	300	124	114	108	104	100	48	29	29	29	29	29	29	29											
	26	300	124	114	108	104	100	48	29	29	29	29	29	29	29											
	28	300	124	114	108	104	100	45	29	29	29	29	29	29	29											
	30	100	100	100	100	100	60	42	29	29																
	32	100	100	100	100	100	60	29																		
	40	100	100	100	100	100	60																			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44		
	26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46		
	24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50		
	22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51		
	20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61		
	18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69		
	16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72	
	14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75	
	12	165	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
	10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80		
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80			
		5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51		

16 LOCKHEED CONSTELLATION SPEEDPAK

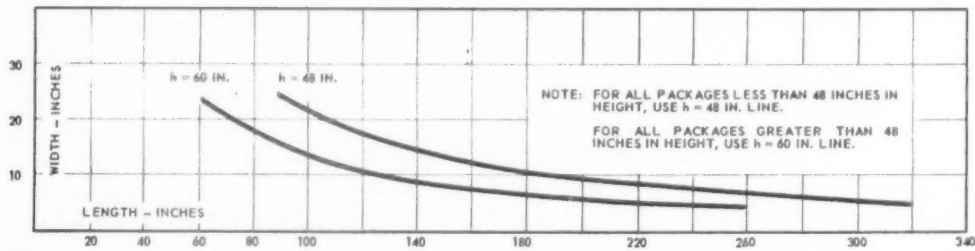
FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	48
	6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	38	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	40	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	48	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

8A

LOCKHEED 049 CARGO Maximum Package Size Chart



LOCKHEED SUPER CONSTELLATION (COMBINATION)

7A

Applicable only to TC
(See Chart 7 for other Carriers)
HEIGHT (IN INCHES)

		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34
WIDTH (IN INCHES)	2	312	240	182	162	148	139	128	117	83	77	71	65	59	54	49	44	39
	4	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
	6	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
	8	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
	10	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
	12	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
	14	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
	16	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
	18	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
	20	204	168	156	145	136	127	118	107	77	71	65	60	55	50	45	41	
22	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42			
24	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42			
26	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29			
28	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29			
30	96	90	85	80	74	72	72	72	57	29	29	29	29	29	29			
32	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29			
34	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29			
36	72	72	72	72	72	72	72	72	75	51	29	29	29	29	29			
38	72	72	72	72	72	72	72	72	72	51	29	29	29	29	29			
40	72	72	72	72	72	72	72	72										

63	44
67	46
79	50
92	51
99	61
66	69
00	72
99	75
98	77
98	80
98	80
35	51

300
300
300
300
300
300
300
290
260
196
187
165
133
PN8

SECOND DIMENSION (IN INCHES)

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

FIRST DIMENSION (IN INCHES)

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS**

24 IN. x 20 IN. x 34 IN.

(Use Convalr Chart No. 9, Page G-21)

20 IN. x 24 IN. x 44 IN.

20 IN. x 24 IN. x 44 IN.

Applicable Only To TC[illegible]

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
E-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CH	CFA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2-6)	N	A(2-7)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2-6-7)
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(17,57)	A(2)	N	A(2-7)
Birds	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(57)	AC(2)	N	A(2-7)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Canaries	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Parakeets	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Parrots	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Cats	A(2-4-51)	N	A(2)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2-7)
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	A(2-7)
Chinchillas	AC(2)	N	A(2)	N	AC(2)	58	N	A(2,57)	AC(2)	N	A(2-7)
Dogs	A(2-4-51)	N	A(2-13-15)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2-7)
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish	A(2)	A(2-16)	A(2-16)	AC(2-16)	AC(2)	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
EXCEPTIONS											
Clams	A(2)	A(2-16)	A(16)	A(2-16)	AC	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
Goldfish	A(2)	A(2-16)	A(2-16)	A(23)	AC(2)	N	N	A(16a,57)	A(2)	A(23)	A(2-16-7)
Lobsters	A(16b)	A(2-16)	A(16b)	A(16b)	N	A(25-16b)	N	A(16b,57)	A(16b)	A(16b)	A(16b-7)
Shellfish	A(2)	A(2-16)	A(16)	A(2-16)	AC(16)	A(2-25)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
Tropical Fish	A(16a)	A(2-16)	N	A(16a)	A(16a)	A(25-16a)	A(16a)	A(16a,57)	A(16a)	A(16a)	A(16a-7)
Foxes	AC(2)	A(2-16)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	A(2-7)
Guinea Pigs	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Hamsters	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	N	A(2-7)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	N
Orangoutangs	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Pets, small	AC(2-6-51)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Poultry	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Ducklings	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Gooslings	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Poultry, baby	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
Poult (except turkey)	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Poult, turkey	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Rabbits	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Reptiles	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2,57)	A(2-6)	N	N
Rodents	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
EXCEPTIONS											
Coyu (Nutria)	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Mice	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	N
Rats	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Skunks, pet	AC(2-51)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2)
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	A(16)	A(2-7)

S

A
AC
N
W
E

Animals, live
Alligators
Alligators, small

Animals, in
Apes . . .
Bears, cub
Bears, grown

Bees . . .
Birds . . .
Birds, small

Canaries
Parakeets
Parrots . . .
Rats . . .

Chimpanzees
Chinchillas
Dogs . . .
Elephants . . .

Fish . . .
Clam . . .
Goldfish . . .

Lobsters
Shellfish
Tropical Fish
Turtles . . .

Guinea Pigs
Hamsters . . .
Hippopotamus
Horses, race

Insects . . .
Lions, cub
Lions, grown
Livestock . . .

Calves . . .
Cattle, grown
Cattle, uncr

Goats . . .
Horses, draft
Sheep . . .
Swine . . .

Monkeys . . .
Orangutangs
Pigs, small . . .

Poultry . . .
Chicks . . .
Ducklings . . .

Goats . . .
Poultry, baby
Poultry (except
Poultry, turkey

Reptiles . . .
Reptiles . . .
Reptiles, small

Rodents . . .
Rats . . .
Rats (Nutria)
Wolves . . .

Rats . . .
Snakes, pet
Snakes, non-poisonous
Snakes, harmless

Tigers, cub . . .
Tigers, grown . . .
Wolves . . .
Wolves . . .

6-22

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION
OF FIRST AND SECOND DIMENSIONS

A(2)	N
A(2-7)	A(2-7)
A(2)	
N	
N	
A(2-7)	

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
AE-Air Express only.
Explanation of numerical notes follows charts.

	FT	LX	LC	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-55)	A(2)	AC(2-36)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-36)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-55)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	A(2-4-24)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	AC(2-36)	A(2-6)	N
Birds	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-17-54)	A(2)	A(17)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	N	A(2-54)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Parakeets	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Pets	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-24)	A(2)	N
Dogs	A(3)	A(2-6)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2-29)	A(2-24)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	A(2)
Fish	A(3)	A(2)	A(2-4-16)	N	A(2-16)	A(3-16)	A(2-16-29)	A(2-16-54)	A(2)	A(2-16)
EXCEPTIONS										
Clam	A(3)	A	A(16)	A(2)	A(2-16)	A(3)	A(16-29)	A(16b-54)	A	A(16)
Goldfish	A(3)	A(2-16)	A(2-4-16)	N	A(2-16)	A(3)	A(2-16-29)	A(16a-54)	A(2-16)	A(2-16)
Lobsters	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(3-16b)	A(16b-29)	A(16b-54)	A(16b)	A(16b)
Shellfish	A(3)	A(2)	A(16)	N	A(2-16)	A(3)	A(16-29)	A(16b-54)	A(16b)	A(16b)
Tropical Fish	A(3)	A(15a)	N	N	A(16a)	A(3-16a)	N	A(16a-54)	A(16a)	A(16a)
Foxes	A(3)	A(2-6)	N	N	A(9-12)	A(3-55)	N	A(2-4-24)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-24)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(2-9)	A(3-55)	N	AC(2-36)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-36)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Cattle, uncrated	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	A(2-29)	AC(2-36)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Wick	A(3)	A(2)	N	N	A(9-12)	A(3-55)	N	A(2-24)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-55)	N	N	A(2-6)	N
Orangutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2-29)	A(2-4-54)	A(2)	A(2)
Poultry	A(3-42)	A(2)	A(2-6)	N	N	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Ducklings	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Goats	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Fruits (except turkey)	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Fruits, turkey	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Reptiles	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
Snails	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
EXCEPTIONS										
Coyotes (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2-29)	A(2-5-24)	A(2-6)	A(2)
Wise	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
Rats	A(3)	A(2)	A(2)	N	A(9-12)	A(3-55)	A(2-29)	A(2-24)	A(2)	A(2)
Snakes, pet	A(3)	A(2)	N	A(2-13)	N	A(3-55)	N	A(2-24)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-24)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-36)	A(2-6)	N
Wolves, small	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-11)	A(2-29)	A(2-54)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.

AC—Accepted on ALL-CARGO aircraft only.

N-Not accepted.

Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live..... EXCEPTIONS	A(2-10)	A(2)	AC(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-41)	A(3-4-16)	N	A(16)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(16a-41)	A(3-4-16)	A(2)	A(16a)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b-41)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	A(2)	A(16b)	N	A(16)	A(16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	A(2-13-58)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Poults (except turkey).....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Poults, turkey.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	A(33)	A(2-7)	A(2)

Alcoholic
Automobile
Eggs, raw
Etiologic A
Febrics, in

Flowers, i
Not over
Not over
Not over

Not over
over 60"
Foods, per
Fruit: frag

Frozen...
Berries...
Garments:
Not boxed
On hanger

Glass, the
Human rem
cremated
Human Ren
Liquids in

Machinery,
without p
Meat: fresh
Frozen..

Milk, fresh
Perishables
contains
principal

Quartz lamp
Statuary, c
porcelain
Vegetables
Frozen..

Alcoholic beverages
Automobiles
Eggs, raw products
Etiologic agents
Fabrics in contact with skin

Flowers, in
Not over
Not over
Not over

Not over
Over 60"
Feeds, pari
Fruit, fresh

Frozen...
Berries...
Germents:
Not boxed
On hanger

Glass, therm
Human rema
Human Rem
Liquids in C

Machinery, 1
without po
Heat: fresh
Frozen...

Milk, fresh -
Perishables
ainers wh
factor in s

Quartz lamp
Statuary, co
porcelain
Vegetables:

*Effective w

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.
AC—Accepted on ALL-CARGO aircraft only.
N—Not accepted.
E—Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX	LC	MO	NA
Alcoholic Beverages.....	A(20)	A	A	A(19)	N	N	N	A	A(19)	N	A	A	A	N	A(19)
Automobiles, uncrated.....	AC	N	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry.....	A	A	A	A(2)	AC	A	A	A	A(48)	A	A	A(2)	A	N	A
Etiologic Agents.....	A	A	A	A	A	A	N	A	A	A	A	A	A	A	N
Fabrics, in rolls.....	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49)
Flowers, in boxes:															
Not over 36" in length.....	A	A	A	A	A	A	A	A	*A	A	A	A	A	A	A
Not over 44" in length.....	A	A	A	A	A	A	A	A(11)	*A	A	A	A	A	A	A(9)
Not over 48" in length.....	A	A	N	A	A	A	A	A(11)	*A	A	A	A	N	N	A(9)
Not over 60" in length.....	A	A	N	A	A	A(11)	N	AC	*A(7-10)	A	A	A	N	N	N
over 60" in length.....	A	N	N	AC	AC	A(11)	N	AC	*A(7-10)	A	A	A	N	N	N
Foods, perishable.....	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit, fresh.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated.....	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks.....	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	N
Glass, thermo-pane.....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated.....	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-8)	A(4-5-7)	A	A(5)	A(4-22)	N	A(4-5)
Human Remains, Infant.....	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5-7)	A	A(5)	A(4-22)	N	A(4-5)
Liquids in Cans.....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging.....	N	N	N	AC	AC	N	N	AC	AC(8)	N	A	A	N	N	N
Meat: fresh.....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen.....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh.....	A	A(16)	A(16)	A	AC	A	A	A	N	A	A	A	A(16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment..	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain.....	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh.....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen.....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages.....	A(19)	E	A	A	A	A	N	A	N	A	A(19)	N	N	A(45)	A	N
Automobiles, uncrated.....	N	N	N	N	N	N	N	N	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry.....	A	A	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents.....	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls.....	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49a)	A(49a)	A(49a)
Flowers, in boxes:																
Not over 36" in length.....	A	A	A	A	A	A	A	A	A	A(47)	A	A	A	A	A	A
Not over 44" in length.....	A	A	A	A	A	A	N	A	A	A(47)	A	A	A	A	A(11)	A
Not over 48" in length.....	A	A(11)	A	A	N	A	N	A	N	A(47)	A	A	A	A(10)	A(11)	N
Not over 60" in length.....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	A	AC	A(11)	A(11)	N
Over 60" in length.....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	A	AC	A(11)	A(11)	N
Foods, perishable.....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh.....	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A
Frozen.....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A
Berries.....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A(32)	A(16)	A
Garments:																
Not boxed or crated.....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks.....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane.....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated.....	A(22)	A(4-5)	A(4-24)	A(5)	A(4-5)	N	A(5-21)	A(1)	N	AC	A(1)	N	A(5)	A(5-22)	N	N
Human Remains, Infant.....	A(22)	A(4-5)	A(54)	A(5)	A(4-5)	A(5-21)	A(5-21)	A(5-21)	A	A(4-5)	A(4-5)	E	A(5)	A(5-22)	N	N
Liquids in Cans.....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging.....	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh.....	A	A(2)	A(54)	A	A(2)	A	N	A	N	A(38)	A	A	A	A	A(16)	A
Frozen.....	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(16)	A
Milk, fresh.....	A	A(16)	A(54)	A	A	N	N	A	N	A(38)	A(16)	A	A	N	N	A(16)
Perishables not in leakproof containers where time is principal factor in shipment.....	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain.....	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh.....	A	A	A(54)	A	A	A	N	A	N	A(38)	A	A	A	A	A(16)	A(16)
Frozen.....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A(16)

*Effective with October 16.

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small-16½ x 23½ x 27"; large-23½ x 37 x 39") subject to the following:
CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.
NA: will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
UA: will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. Not accepted on F-27A equipment.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or seawater ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed.
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.

EXCEPTION: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.

25. Not accepted on DC-6B or DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount, DC-3 and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:
 Each container must have attached to the bottom a 1" by 1" slot to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:
 Freighter aircraft —No limitation
 DC-3 aircraft —Up to 60 inches
 Viscount aircraft —Up to 56 inches
 North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels of several sizes are stocked at freighter stations for direct sale to shippers. Kennels will accommodate dogs up to 25 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.
NW: Tropical Fish will be accepted on DC-6B equipment between terminals MIA-TPA on one hand and terminals MDW-MSP on other hand.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.
57. Not acceptable on Britannia equipment.
58. Accepted on Boeing 707 Aircraft.

ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights offering maximum allocated freight capacity. Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for passenger flight schedules. (See Page G-16 for Explanation of Codes and Symbols.)

AER LINGUS, IRISH AIRLINES (ALT)

800 ①③ ⑤	860 ②	850 ①④	840 ④	830 ⑤	822 ②④	820 ⑥	810 ③	DC-3 Read Down Read Up	811 ③	821 ⑥	823 ②④	831 ⑤	841 ④	851 ①④	861 ②	801 ①③ ⑤
1120	0755	0755	1815	1850	1305	0715	1820	Lv DUBLIN.....Ar	2200	1135	1720	2310	2255	1240	1235	1740
↓	↓	↓	↓	↓	↓	↓	↓	Ar LIVERPOOL...Lv	2050	↓	↓	↓	↓	↓	↓	↓
1330	0930	0930	1950	2015	1420	0830	1925	Ar MANCHESTER...Lv	↓	1015	1600	2145	2120	1100	1055	1525
								Ar GLASGOW.....Lv								
								Ar BIRMINGHAM...Lv								
								Ar BRISTOL.....Lv								
								Ar CARDIFF.....Lv								
								Ar LONDON.....Lv								

AEROVIAS VENEZOLANAS (AVENSA)

617 ③	581 ②	583 ④	C-46 Read Down Read Up	584 ③	582 ④	618 ④
1200	0500	0530	Lv MAQUETIA.....Ar	1015	1040	1515
↓	↓	↓	Ar BARCELONA.....Lv	↓	↓	↓
↓	↓	↓	Ar BARCELONA.....Lv	↓	↓	↓
↓	↓	↓	Ar CUMANA.....Lv	↓	↓	↓
↓	↓	↓	Ar CUMANA.....Lv	↓	↓	↓
↓	↓	↓	Ar FORLAMAR.....Lv	↓	↓	↓
↓	↓	↓	Ar FORLAMAR.....Lv	↓	↓	↓
↓	↓	↓	Ar CARUPANO.....Lv	↓	↓	↓
↓	↓	↓	Ar VALERA.....Lv	↓	↓	↓
↓	↓	↓	Ar VALERA.....Lv	↓	↓	↓
↓	↓	↓	Ar MARACAIBO.....Lv	↓	↓	↓
↓	↓	↓	Ar KINGSTON.....Lv	↓	↓	↓
↓	↓	↓	Ar KINGSTON.....Lv	↓	↓	↓
↓	↓	↓	Ar MIAMI.....Lv	↓	↓	↓

AEROLINEAS ARGENTINAS (ARG)

692 ③⑥	620 ②	C-47 Read Down Read Up	621 ①	693 ③⑥
0630	Lv BUENOS AIRES.....Ar	0205	↓	↓
0850	Ar BAHIA BLANCA.....Lv	2355	↓	↓
0905	Lv BAHIA BLANCA.....Ar	2340	↓	↓
1150	Ar TRELEW.....Lv	2120	↓	↓
1205	Lv TRELEW.....Ar	2105	↓	↓
1335	Ar COMODORO RIVADAVIA.....Lv	1945	↓	↓
1435	Lv COMODORO RIVADAVIA.....Ar	1930	↓	↓
1545	Ar PUERTO DESEADO.....Lv	1820	↓	↓
1600	Lv PUERTO DESEADO.....Ar	1805	↓	↓
1705	Ar SAN JULIAN.....Lv	1710	↓	↓
1725	Lv SAN JULIAN.....Ar	1650	↓	↓
1755	Ar SANTA CRUZ.....Lv	1620	↓	↓
1810	Lv SANTA CRUZ.....Ar	1605	↓	↓
1900	Ar RIO GALLEGOS.....Lv	1515	↓	↓
0900	Lv RIO GALLEGOS.....Ar	1415	↓	↓
1010	Ar RIO GRANDE.....Lv	1355	↓	↓
1025	Lv RIO GRANDE.....Ar	1350	↓	↓
1115	Ar USHUAIA.....Lv	1200	↓	↓

AEROFLOT (AFL)

125 ②	IL-12 Read Down Read Up	126 ③
0740	Lv MOSCOW, Vnukovo.....Ar	↓
1020	Ar KIEV.....Lv	↓
1110	Lv KIEV.....Ar	↓
1240	Ar ODESSA.....Lv	↓
1330	Lv ODESSA.....Ar	↓
1400	Ar BUCHAREST, Baneasa.....Lv	↓
1445	Lv BUCHAREST, Baneasa.....Ar	↓
1600	Ar SOFIA, Vrajdebna.....Lv	↓

AIR FRANCE (AF)

5610 DC-4 ②	1185 DC-3 ④⑥	899 DC-3 ②	DC-3 Read Down Read Up	898 DC-3 ②	5611 DC-4 ③
0340	Lv LONDON Airport Central.....Ar	0030	↓	↓	↓
0200	Ar PARIS, Orly.....Lv	2340	↓	↓	↓
0150	Lv PARIS, Orly.....Ar	↓	↓	↓	↓
0430	Ar MARSEILLE, Marignane.....Lv	↓	↓	↓	↓
1500	Lv DOUALA.....Ar	↓	↓	↓	↓
1710	Ar YAOUNDE.....Lv	↓	↓	↓	↓
	Ar N'GAOUNDERE.....	↓	↓	↓	↓

AIR JORDAN

212 ⑦	C-46 Read Down Read Up	213 ⑦
0900	Lv AMMAN.....Ar	1710
1100	Ar DAMASCUS.....Lv	1710
1130	Lv DAMASCUS.....Ar	1640
1110	Ar BEIRUT.....Lv	1500

ALL NIPPON AIRWAYS

68 ②	18 Ex1	Read Down Read Up	17 Ex1	67 Ex1
2130	Lv FUKUOKA.....Ar	↓	↓	↓
2340	Ar OSAKA.....Lv	↓	↓	↓
0010	Lv OSAKA.....Ar	↓	↓	↓
0230	Ar TOKYO.....Lv	↓	↓	↓
	Lv TOKYO.....Ar	↓	↓	↓

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 DC-6A 6	853 DC-6 #EX 7 1	807 DC-6A #EX 7 1	801 DC-6A #EX 6 7	803 DC-6A #EX 7 1	855 DC-7B #EX 5 6	855 DC-6A #EX 5	805 DC-6A #EX 6 7	DC-6A										816 DC-6A #EX 6 7	802 DC-6A #EX 6 7	802 DC-6A #EX 5	804 DC-6A #EX 6 7	806 DC-6A #EX 6 7	806 DC-6A #EX 6	812 DC-6A #EX 1	810 DC-7B #EX 6 7	856 DC-6A #EX 7	814 DC-6A #EX 6
Read Down								Read Up																			
2200 ↓ 2314 0045			2305 2354 0050				2315	Lv BOSTON.....Ar	1237														2320				
								Ar HARTFORD.....Lv															2210				
	0130							Lv HARTFORD.....Ar															2021				
								Ar NEW YORK (LGA).....Lv																			
								Lv NEW YORK (LGA).....Ar																			
								Ar NEW YORK (EWR).....Lv																			
								Lv NEW YORK (EWR).....Ar																			
								Ar PHILADELPHIA.....Lv																			
								Lv PHILADELPHIA.....Ar																			
								Ar BALTIMORE.....Lv																			
								Lv BALTIMORE.....Ar																			
								Ar WASHINGTON.....Lv																			
								Lv WASHINGTON.....Ar																			
								Ar BUFFALO.....Lv																			
								Lv BUFFALO.....Ar																			
								Ar CINCINNATI.....Lv																			
								Lv CINCINNATI.....Ar																			
								Ar DETROIT.....Lv																			
								Lv DETROIT.....Ar																			
								Ar INDIANAPOLIS.....Lv																			
								Lv INDIANAPOLIS.....Ar																			
								Ar NASHVILLE.....Lv																			
								Lv NASHVILLE.....Ar																			
								Ar MEMPHIS.....Lv																			
								Lv MEMPHIS.....Ar																			
								Ar CHICAGO.....Lv																			
								Lv CHICAGO.....Ar																			
								Ar ST. LOUIS.....Lv																			
								Lv ST. LOUIS.....Ar																			
								Ar TULSA.....Lv																			
								Lv TULSA.....Ar																			
								Ar DALLAS.....Lv																			
								Lv DALLAS.....Ar																			
								Ar FORT WORTH.....Lv																			
								Lv FORT WORTH.....Ar																			
								Ar GRAND ISLAND.....Lv																			
								Lv GRAND ISLAND.....Ar																			
								Ar SAN ANTONIO.....Lv																			
								Lv SAN ANTONIO.....Ar																			
								Ar MEXICO CITY.....Lv																			
								Lv MEXICO CITY.....Ar																			
								Ar LOS ANGELES (LAX).....Lv																			
								Lv LOS ANGELES (LAX).....Ar																			
								Ar SAN FRANCISCO.....Lv																			

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170 ②③ ④⑤	335 DC-4 ②③ ④⑤	331 170 ①⑦	353 170 ⑦	357 170 ⑦	351 170 ②③ ④⑤	347 170 ② ③④ ⑤⑥	345 DC-4 ①	385 DC-4 ② ③④ ⑤⑥	388 DC-3 ② ③④ ⑤⑥	DC-3; Bristol 170		387 DC-3 ① ②③ ④⑤	386 DC-4 ① ②③ ④⑤	346 DC-4 ①	348 170 ② ③④ ⑤⑥	357 170 ②③ ④⑤	358 170 ⑦	354 170 ② ③④ ⑤⑥	332 170 ①⑦	336 DC-4 ②③ ④⑤	338 170 ②③ ④⑤	368 170 ②③ ④⑤		
Read Down										Read Up															
										0120 ↓ 0400	0040 0355	Lv SYDNEY....Ar	2250	2330											
												Ar BRISBANE....Lv	1930	2100											
												Lv MELBOURNE....Lv													
												Ar LAUNCESTON....Lv			1030	1045	1845	2045	0230	1235	1540	2350	1120		
												Ar HOBART....Lv			0845	0835	1635	1835	0020	↑ 0950	↑ 1325	↑ 2105	↑ 0935		
												Ar DEVONPORT....Lv													
												Lv DEVONPORT....Lv													
												Ar WYNARD....Lv													

ASA INTERNATIONAL AIRLINES

661 DC-4 ①③	771 DC-4 ②④	671 DC-4 ⑤	881 C-46 ①	831 C-46 ③	C-46		DC-4		662 DC-4 ①③	772 DC-4 ②④	672 DC-4 ⑤	882 DC-4 ③	832 C-46 ⑤
Read Down					Read Up								
0315 ↓ 0845	0315 ↓ 0845	0315 ↓ 0845 1045 1130	1800 ↓ 0200	2100 ↓ 0500 0700 1000	Lv TAMPA/ST. PETERSBURG....Ar	1815 ↓ 1200	1815 1200	1945 ↓ 1330	1400 ↓ 0700	1530 1000 0905		0500 1500 1200	
					Ar SAN SALVADOR....Lv								
					Lv SAN SALVADOR....Ar								
					Ar GUATEMALA CITY....Lv								
					Lv GUATEMALA CITY...Ar								
					Ar PANAMA.....Lv								
					Lv PANAMA.....Ar								
					Ar BOGOTA.....Lv								

BRANIFF AIRWAYS (BN)

851	C-46		850
A 2			B 1
3 4			2 3
5 6	Read Down	Read Up	4 5
0400	Lv CHICAGO (MDW).....Ar		0159
0605	Ar KANSAS CITY.....Lv		2359
0635	Lv KANSAS CITY.....Ar		2330
0748	Ar WICHITA.....Lv		2220
0820	Lv WICHITA.....Ar		2155
f	-- OKLAHOMA CITY.....--		
1021	Ar DALLAS.....Lv		2000

AVIATECA (GU)

1 3 5	3 6	Read Down		Read Up		2 5	3 5
0830		Lv NEW ORLEANS.....Ar				1400	
	0800	Lv MIAMI.....Ar					
1400	1300	Ar GUATEMALA.....Lv				0800	0830

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

36 V 25 7	206 DC-3 5	206 DC-3 6	02 L #Ex 1	16 V #Ex 1	08 V 34 6	06 L 35 7	21 V #Ex 1	V-Vickers Viscount; L-Leopard Freighter;		22 V #Ex 1	07 L 35 6	31 L 7	09 V 34 6	15 V #Ex 1	03 L #Ex 1	37 V 25 7	205 DC-3 23 45
Read Down								Read Up									
0130	0100	0130	0025	0105	0045	0300	0110	Lv LONDON.....Ar	0545	1925	2300	0820	0730	0550	0540	2359	
						0740	0215	Ar PARIS.....Lv	0440								
						0840		Ar NICE.....Lv		1235	1645	0525					
						0315		Lv NICE.....Ar			1235						
						1045		Ar MILAN.....Lv									
								Ar ROME.....Lv									
								Ar AMSTERDAM.....Lv					0450	0400			
								Ar COPENHAGEN.....Lv								0430	2200
								Ar BRUSSELS.....Lv									

BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

EM 562 DC-4 A 2	EM 592 DC-4 B 2	BA 776 SC 6	BA 976 SC 3	SC - Super Constellation		BA 977 SC 7	BA 777 SC 3	EM 591 DC-4 C 7	EM 561 DC-4 D 7
Read Down				Read Up					
		2000 2155	2000	Lv LONDON.....Ar	1600	1920			
			2225	Ar FRANKFURT.....Lv	1325	1725			
		70850 1945	40730	Ar ZURICH.....Lv	10525	0945			
				Ar BEIRUT.....Lv		40210			
		10235		Ar DAMASCUS.....Lv		2250			
			50530	Ar KARACHI.....Lv	1515	1625			
			0855	Ar DELHI.....Lv	1235				
			1700	Ar CALCUTTA.....Lv	70830				
		1230		Ar RANGOON.....Lv					
				Ar BANGKOK.....Lv					
				Ar HONG KONG.....Lv					
				Ar SINGAPORE.....Lv					
20700	20700			Lv SINGAPORE.....Ar	1030	1345	1130		
	1000			Ar DJAKARTA.....Lv		1045			
1930	2145			Ar DARWIN.....Lv		10330	10330		
30730	30930			Ar SYDNEY.....Lv		71700	71700		

LONDON-DUSSELDORF- FRANKFURT (BEA)

33 DC-3 #Ex 6	29 L 23 45	27 L 45	031 DC-3 56 7	033 DC-3 #Ex 1	L-Leopard Freighter		28 L 45 6	30 L 23 45	030 DC-3 3	032 DC-3 46	034 DC-3 12 35 6	32 DC-3 #Ex 6
Read Down					Read Up							
2340	0005	2305	0315	0415	Lv LONDON.....Ar	0530	0755	0140	0250	0130	2225	
		0130	0530	0630	Ar DUSSELDORF.....Lv	0300			0005	1950		
				0650	Lv DUSSELDORF.....Ar				2330	2220	2110	
				0800	Ar FRANKFURT.....Lv		0435	2130	2220	2220	1850	
					Ar MANCHESTER.....Lv							
					Ar GLASGOW.....Lv							

A - Alternate Tuesdays Sept. 1, 15, 29, etc.
B - Alternate Tuesdays Sept. 8, 22, etc.
C - Alternate Sundays Sept. 6, 20, etc.
D - Alternate Sundays Sept. 13, 27, etc.

GET IT THERE FAST ON A CAPITAL VISCOUNT



SOUTHBOUND				NORTHBOUND			
703	243	701	863	603	825	Read Down	Read Up
07 35	07 57	09 10	12 44	23 00	23 22	Lv ROCHESTER (EDT) Ar	14 23
			13 10	23 22	23 40	Ar BUFFALO (EDT) Lv	16 00
			13 35	23 40	23 58	Ar BUFFALO (EDT) Lv	15 30
07 15	07 40	08 00				Ar GRAND RAPIDS (EST) Lv	00 54
08 00	08 25	08 40				Ar LANSING (EST) Lv	00 25
08 10	08 35	08 50				Ar LANSING (EST) Lv	00 04
08 20	08 45	09 00				Ar CLEVELAND (EDT) Lv	23 59
08 30	08 55	09 10				Ar CLEVELAND (EDT) Lv	23 20
08 40	09 05	09 20				Ar CLEVELAND (EDT) Lv	04 20
08 50	09 15	09 30				Ar PITTSBURGH (EDT) Lv	03 54
09 00	09 25	09 40				Ar PITTSBURGH (EDT) Lv	03 30
09 10	09 35	09 50				Ar TAMPA (EST) Lv	17 45
09 20	09 45	10 00				Ar TAMPA (EST) Lv	17 20
09 30	09 55	10 10				Ar MIAMI (EST) Lv	16 15
09 40	10 05	10 20					23 10

Over 700 jet-powered flights daily



WESTBOUND				EASTBOUND			
801	875	823	831	841	Read Down	Read Up	800
22 10	23 30	22 50	23 30	23 30	Lv NEW YORK, Newark (EDT) Ar	03 05	02 02
					Lv NEW YORK, LaGuardia (EDT) Ar	02 02	02 02
					Lv PHILADELPHIA (EDT) Ar	02 15	03 38
					Lv WASHINGTON (EDT) Ar	02 30	03 22
					Lv PITTSBURGH (EDT) Ar	02 45	03 38
					Lv CLEVELAND (EDT) Ar	03 00	03 38
					Lv CLEVELAND (EDT) Ar	03 15	03 38
					Lv DETROIT (EST) Ar	03 30	03 38
					Lv DETROIT (EST) Ar	03 45	03 38
					Lv CHICAGO, Midway (CDT) Ar	04 00	03 38
					Lv MILWAUKEE (CDT) Ar	04 15	03 38
					Lv MINNEAPOLIS (CDT) Ar	04 30	03 38

SOUTHBOUND				NORTHBOUND			
875	871	873	Read Down	Read Up	870	874	872
23 30	00 01	00 30	Lv NEW YORK, LaGuardia (EDT) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv PHILADELPHIA (EDT) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv PHILADELPHIA (EDT) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv WASHINGTON (EDT) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv PITTSBURGH (EDT) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv ATLANTA (EST) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv ATLANTA (EST) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv BIRMINGHAM (EST) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv MOBILE (EST) Ar	06 10	06 32	05 20	
	00 01	00 30	Lv NEW ORLEANS (EST) Ar	06 10	06 32	05 20	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

641C	201C	215C	621C	631C	631C	C-47		630C	630C	620C	200C	640C
⑤	③	②④	②	④⑥	④⑥	Read Down	Read Up	④⑥	①⑤	②	②③④	⑤
0700	0700	0730	0600	0600		Lv MEXICO, D.F.	Ar		1305	1645	1855	1640
0840	0840	↓	0740	0740		Ar VERACRUZ	Lv		1120	↑	1715	1500
0930	0930		0830	0830		Lv VERACRUZ	Ar		1050		1645	1400
1030	1030		0930	0930		Ar MINATITLAN	Lv				↑	↑
1100	1100		1000	1000		Lv MINATITLAN	Ar					
		0910				Ar OAXACA	Lv					
		0935				Lv OAXACA	Ar					
		1025				Ar IXTEPEC	Lv					
		1045				Lv IXTEPEC	Ar					
	1200	1145				Ar TUXTLA	Lv					
	1230	1210				Lv TUXTLA	Ar					
1145			1045	1045		Ar VILLAHERMOSA	Lv					
			1115	1115		Lv VILLAHERMOSA	Ar					
	1330	1310	1200	1200		Ar TAPACHULA	Lv				1415	
						Ar C. DEL CARMEN	Lv		0900	1300		
						Lv C. DEL CARMEN	Ar					
					1350	Ar CAMPECHE	Lv					
					1505	Lv CAMPECHE	Ar	1715				
						Lv CHETUMAL	Lv	1600				

	920C C82 ①	920C ②	930C ⑥	410C ③④ ⑤⑥	Read Down	C-82	Read Up	411C ③④ ⑤⑥	931C ①	921C ③	921C ⑥	921C C82 ②
	0700 0900 0930 ↓ 1010 1040 1345 1415 1520 1605 1650	0700 0920 1000 ↓ 1055 1120 1430 1455 1615 1640 1720	0700 0920 1000 ↓ 1055 1120 1430	0700 0750 0810 0830 0850 0920	Lv MEXICO, D.F. Ar GUADALAJARA Lv GUADALAJARA Ar MASCOTA Lv MASCOTA Ar TALPA Lv TALPA Ar PUERTO VALLARTA Ar MAZATLAN Lv MAZATLAN Ar HERMOSILLO Lv HERMOSILLO Ar MEXICALI Lv MEXICALI Ar TIJUANAArLvLvLvLvLvArLvLvArLvArLvArLv	1140 ↑ 1030	1415 1215 1145 ↑ 0900 0835 0530	0605 ↑ 0320 0255 2350 2325 2000 1915 1830	1500 1300 <		

EAST AFRICAN AIRWAYS (EC)

043 ②⑤	063 ⑤	035 ②⑤	DC-3		036 ①④	064 ②	016 ③⑤	014 ⑥
			Read Down	Read Up				
0730	0730	1230	Lv NAIROBI	Ar	1305	1820	1905	1620
↓	↓	1330	Ar ARUSHA	Lv	1205	↑	↑	↑
		1415	Ar MOSHI	Lv	1115			
		1745	Ar ZANZIBAR	Lv	0745			
		1800	Lv ZANZIBAR	Ar	0725			
		1825	Ar DAR-ES-SALAAM	Lv	0700			
	0855		Ar MUWOMA	Lv		1655		
	1010		Ar MWANZA	Lv		1550		
1040	1150		Ar ENTEBBE	Lv	See below	↑		
1110			Lv ENTEBBE	Ar				
1220			Ar KASESE	--		1420	1550	1415
1240			Lv KASESE	--				
1350			Ar ENTEBBE	Lv				

**COMPANIA CUBANA
DE AVIACION (CU)**

461 X	C-46		460 X
	Read Down	Read Up	
0930	Lv MIAMI, InternationalAr		0745
1045	Ar HAVANA, Jose Marti..Lv		0630

DELTA AIR LINES (DL)[illegible]

FS - Flag-Stop for 2,000 lbs. minimum.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

EASTERN AIR LINES, INC. (EA)

Lockheed Speedpak																	
#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
541	583	215	533	323	529	583	517	541	527	Read Down		Read Up		522	324	216	854
6	7	7	7	7	7	6	7	7	7					7	7	7	7
						1730	0740	0055	1110	Lv NEW YORK.....Ar							0622
										Lv WASHINGTON.....Ar							
										Ar CHARLOTTE.....Lv							1645
										Lv CHARLOTTE.....Ar							2302
										Lv GREENSVILLE.....Ar							0915
										Ar ATLANTA.....Lv							
										Lv ATLANTA.....Ar							
										Ar MIAMI.....Lv							
										Ar MOBILE.....Lv							
										Ar NEW ORLEANS.....Lv							
0440	2030	1645	0335											1130	1130	1119	0005
		2151	0613														
0533														0600	0904		

FLYING TIGER LINE (FT)

L-1049H					C-46									
#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.
7	7	6	6	6	7	7	6	7	7	7	7	7	7	7
362	182	282	284	284	Read Down		Read Up		181	183	281	581	361	
C-46	H	H	H	H					H	H	H	H	C-46	
1500					Lv SEATTLE.....Ar								0650	
1555					Ar PORTLAND.....Lv								0550	
1625					Lv PORTLAND.....Ar								0520	
2050					Ar SAN FRANCISCO.....Lv								0300	
					Lv SAN FRANCISCO.....Ar				0930			1935		
					Lv SAN DIEGO.....Ar				t0800	t0800	t0800			
					Ar LOS ANGELES (BUR).....Lv				0800	0945	1805			
					Lv LOS ANGELES (BUR).....Ar				0605		0920			
					Ar MINNEAPOLIS/ST. PAUL.....Lv									
					Lv MINNEAPOLIS/ST. PAUL.....Ar									
					Ar CHICAGO (MIDWAY).....Lv					0445				
					Lv CHICAGO (MIDWAY).....Ar					0330				
					Ar MILWAUKEE.....Lv					t2200				
					Ar SOUTH BEND.....Lv					t1800				
					Ar CLEVELAND.....Ar							0645		
					Ar GRAND RAPIDS.....Lv					t1700				
					Ar DETROIT.....Lv				0015		0330	0500		
					Lv DETROIT.....Ar				2345		0145	0130		
					Ar TOLEDO.....Lv				t1900		t1900	t1900		
					Ar CLEVELAND.....Lv						0200			
					Lv CLEVELAND.....Ar									
					Ar AKRON.....Lv						t1830			
					Ar BUFFALO.....Lv						t1600			
					Lv ROCHESTER.....Ar					t0800				
					Ar BINGHAMTON.....Lv					0200				
					Lv BINGHAMTON.....Ar					0100				
					Ar ROCHESTER.....Lv					t0800				
					Ar NEW YORK/NEWARK.....Lv				2230		0001			
					Lv NEW YORK/NEWARK.....Ar									
					Ar NEW YORK (IDL).....Lv				t1900		t1900			
					Ar PHILADELPHIA.....Lv						t2100			
					Ar ALBANY.....Lv						t2000			
					Ar HARTFORD/SPRINGFIELD.....Lv							2359		
					Ar HARTFORD/SPRINGFIELD.....Ar							2245		
					Ar BOSTON.....Lv							2200		
					Ar PROVIDENCE.....Lv							t1700		

t Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

541		551		555		DC-6		556		552		542	
4	6	6	6	6	6	Read Down	Read Up	2	2	3	3	6	6
2030	1830	1830	Lv LONDON....Ar	2145	0700	2000							
	2120	2120	Ar FRANKFURT.Lv	2045	0600								
	2235	2235	Lv FRANKFURT.Ar	1930	0445								
0230	0235	0235	Ar MALTA....Lv	1510	0025	1540							
0345	0350	0350	Lv MALTA....Ar	1355	2310	1425							
1125	1130	1130	Ar KHARTOUM..Lv	0750	1750	0820							
1240	1245	1245	Lv KHARTOUM..Ar	0635	1550	0705							
1710	1715	1715	Ar ADEN.....Lv										
1935	1940	1940	Lv ADEN.....Ar										
2355	0001	0001	Ar NAIROBI...Lv	0301	1215	0330							
	0200	0600	Lv NAIROBI...Ar	0100	1015								
	0600	1000	Ar SALISBURY.Lv	1900	0415								
	0715	1115	Lv SALISBURY.Ar	1745	0300								
	0945	1345	Ar JOHANNES- BURG	Lv 1515	0030								

"For further information regarding alternative flights and timings London-Johannesburg and v.v., please consult your nearest Hunting-Clan Agent".

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376	
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕					
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400		
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																					
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505					
AGARTALA, Singerbhil...Ar																								0855	0545	0905		
BAGDOGRA.....Ar																												
MOHANBARI, Mcpl....Ar																												
RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	
MOHANBARI, Mcpl....Lv																												
BAGDORA.....Lv																												
AGARTALA, Singerbhil...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			
GAUHATI, Kahikuchi...Ar																												
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																					
CALCUTTA, Dum Dum...Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1201	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA...Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA...Ar	1650	1550							
KAILASHAHAR...Ar			0945						
KAMALPUR...Ar				0935					
KHOWAI...Ar					1335				
SILCHAR...Ar						1050	1005	1050	
SILCHAR...Lv								1110	
IMPHAL...Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	✕	✕	✕	✕	✕	✕
RUPSI...Lv	1015						
IMPHAL...Lv		1210					
SILCHAR...Ar		1250					
SILCHAR...Lv		1310	1035	1120			
KHOWAI...Lv					1400		
KAMALPUR...Lv						1005	
KAILASHAHAR...Lv							1015
AGARTALA...Lv							
CALCUTTA...Ar	1200	1515	1240	1325	1525	1140	1200

IRANAIR (IRA)

267	287	Read Down	DC-4	Read Up	286	266
⑤	②				④	⑦
1200	1200	Lv TEHERAN...	Ar	1830	1530	
↑	1600	Ar BEIRUT...	Lv	1200		
	1700	Lv BEIRUT...	Ar	1100		
		Ar ANKARA...	Lv		0900	
1530	↑	Lv ANKARA...	Ar			
1700	f	Ar ROME...	Lv	0230		
		Lv ROME...	Ar	0130		
0100	0230	Ar FRANKFURT...	Lv	2200	2200	

JAPAN AIR LINES (JAL)

630	Read Down	DC-4	Read Up	631
④				⑥
2000	Lv TOKYO...	Ar	2200	
⑤				
0900	Ar WAKE ISLAND...	Lv	1500	
1030	Lv WAKE ISLAND...	Ar	1330	
0000	Ar HONOLULU...	Lv	0400	
0230	Lv HONOLULU...	Ar	0230	
				⑦
1800	Ar SAN FRANCISCO...	Lv	1700	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

SR	KL5	KL41	SN 103	KL9	KL7	KL3	KL1	KL64	KL62	*Super Constellation ▲-DC-6A ●-DC-3	KL61	KL63	KL65	KL2	KL2	KL8	KL4	SN 104	KL42	KL6	SR 704
2	2	2	2	4	1	2	2	7	2	Read Down Read Up	3	5	1	3	1	4	2	2	2	2	2
3	3	3	3	5	5	3	3	5	5		5	5	5	5	5	5	5	5	5	5	5
4	4	4	4	6	6	4	4	6	6		6	6	6	6	6	6	6	6	6	6	6
5	5	5	5	7	7	5	5	7	7		7	7	7	7	7	7	7	7	7	7	7
6	6	6	6	8	8	6	6	8	8		8	8	8	8	8	8	8	8	8	8	8
7	7	7	7	9	9	7	7	9	9		9	9	9	9	9	9	9	9	9	9	9
8	8	8	8	10	10	8	8	10	10		10	10	10	10	10	10	10	10	10	10	10
9	9	9	9	11	11	9	9	11	11		11	11	11	11	11	11	11	11	11	11	11
10	10	10	10	12	12	10	10	12	12		12	12	12	12	12	12	12	12	12	12	12
11	11	11	11	13	13	11	11	13	13		13	13	13	13	13	13	13	13	13	13	13
12	12	12	12	14	14	12	12	14	14		14	14	14	14	14	14	14	14	14	14	14
13	13	13	13	15	15	13	13	15	15		15	15	15	15	15	15	15	15	15	15	15
14	14	14	14	16	16	14	14	16	16		16	16	16	16	16	16	16	16	16	16	16
15	15	15	15	17	17	15	15	17	17		17	17	17	17	17	17	17	17	17	17	17
16	16	16	16	18	18	16	16	18	18		18	18	18	18	18	18	18	18	18	18	18
17	17	17	17	19	19	17	17	19	19		19	19	19	19	19	19	19	19	19	19	19
18	18	18	18	20	20	18	18	20	20		20	20	20	20	20	20	20	20	20	20	20
19	19	19	19	21	21	19	19	21	21		21	21	21	21	21	21	21	21	21	21	21
20	20	20	20	22	22	20	20	22	22		22	22	22	22	22	22	22	22	22	22	22
21	21	21	21	23	23	21	21	23	23		23	23	23	23	23	23	23	23	23	23	23
22	22	22	22	24	24	22	22	24	24		24	24	24	24	24	24	24	24	24	24	24
23	23	23	23	25	25	23	23	25	25		25	25	25	25	25	25	25	25	25	25	25
24	24	24	24	26	26	24	24	26	26		26	26	26	26	26	26	26	26	26	26	26
25	25	25	25	27	27	25	25	27	27		27	27	27	27	27	27	27	27	27	27	27
26	26	26	26	28	28	26	26	28	28		28	28	28	28	28	28	28	28	28	28	28
27	27	27	27	29	29	27	27	29	29		29	29	29	29	29	29	29	29	29	29	29
28	28	28	28	30	30	28	28	30	30		30	30	30	30	30	30	30	30	30	30	30
29	29	29	29	31	31	29	29	31	31		31	31	31	31	31	31	31	31	31	31	31
30	30	30	30	32	32	30	30	32	32		32	32	32	32	32	32	32	32	32	32	32
31	31	31	31	33	33	31	31	33	33		33	33	33	33	33	33	33	33	33	33	33
32	32	32	32	34	34	32	32	34	34		34	34	34	34	34	34	34	34	34	34	34
33	33	33	33	35	35	33	33	35	35		35	35	35	35	35	35	35	35	35	35	35
34	34	34	34	36	36	34	34	36	36		36	36	36	36	36	36	36	36	36	36	36
35	35	35	35	37	37	35	35	37	37		37	37	37	37	37	37	37	37	37	37	37
36	36	36	36	38	38	36	36	38	38		38	38	38	38	38	38	38	38	38	38	38
37	37	37	37	39	39	37	37	39	39		39	39	39	39	39	39	39	39	39	39	39
38	38	38	38	40	40	38	38	40	40		40	40	40	40	40	40	40	40	40	40	40
39	39	39	39	41	41	39	39	41	41		41	41	41	41	41	41	41	41	41	41	41
40	40	40	40	42	42	40	40	42	42		42	42	42	42	42	42	42	42	42	42	42
41	41	41	41	43	43	41	41	43	43		43	43	43	43	43	43	43	43	43	43	43
42	42	42	42	44	44	42	42	44	44		44	44	44	44	44	44	44	44	44	44	44
43	43	43	43	45	45	43	43	45	45		45	45	45	45	45	45	45	45	45	45	45
44	44	44	44	46	46	44	44	46	46		46	46	46	46	46	46	46	46	46	46	46
45	45	45	45	47	47	45	45	47	47		47	47	47	47	47	47	47	47	47	47	47
46	46	46	46	48	48	46	46	48	48		48	48	48	48	48	48	48	48	48	48	48
47	47	47	47	49	49	47	47	49	49		49	49	49	49	49	49	49	49	49	49	49
48	48	48	48	50	50	48	48	50	50		50	50	50	50	50	50	50	50	50	50	50
49	49	49	49	51	51	49	49	51	51		51	51	51	51	51	51	51	51	51	51	51
50	50	50	50	52	52	50	50	52	52		52	52	52	52	52	52	52	52	52	52	52
51	51	51	51	53	53	51	51	53	53		53	53	53	53	53	53	53	53	53	53	53
52	52	52	52	54	54	52	52	54	54		54	54	54	54	54	54	54	54	54	54	54
53	53	53	53	55	55	53	53	55	55		55	55	55	55	55	55	55	55	55	55	55
54	54	54	54	56	56	54	54	56	56		56	56	56	56	56	56	56	56	56	56	56
55	55	55	55	57	57	55	55	57	57		57	57	57	57	57	57	57	57	57	57	57
56	56	56	56	58	58	56	56	58	58		58	58	58	58	58	58	58	58	58	58	58
57	57	57	57	59	59	57	57	59	59		59	59	59	59	59	59	59	59	59	59	59
58	58	58	58	60	60	58	58	60	60		60	60	60	60	60	60	60	60	60	60	60
59	59	59	59	61	61	59	59	61	61		61	61	61	61	61	61	61	61	61	61	61
60	60	60	60	62	62	60	60	62	62		62	62	62	62	62	62	62	62	62	62	62
61	61	61	61	63	63	61	61	63	63		63	63	63	63	63	63	63	63	63	63	63
62	62	62	62	64	64	62	62	64	64		64	64	64	64	64	64	64	64	64	64	64
63	63	63	63	65	65	63	63	65	65		65	65	65	65	65	65	65	65	65	65	65
64	64	64	64	66	66	64	64	66	66		66	66	66	66	66	66	66	66	66	66	66
65	65	65	65	67	67	65	65	67	67		67	67	67	67	67	67	67	67	67	67	67
66	66	66	66	68	68	66	66	68	68		68	68	68	68	68	68	68	68	68	68	68
67	67	67	67	69	69	67	67	69	69		69	69	69	69	69	69	69	69	69	69	69
68	68	68	68	70	70	68	68	70	70		70	70	70	70	70	70	70	70	70	70	70
69	69	69	69	71	71	69	69	71	71		71	71	71	71	71	71	71	71	71	71	71
70	70	70	70	72	72	70	70	72	72		72	72	72	72	72	72	72	72	72	72	72
71	71	71	71	73	73	71	71	73	73		73	73	73	73	73	73	73	73	73	73	73
72	72	72	72	74	74	72	72	74	74		74	74	74	74	74	74	74	74	74	74	74
73	73	73	73	75	75	73	73	75	75		75	75	75	75	75	75	75	75	75	75	75
74	74	74	74	76	76	74	74	76	76		76	76	76	76	76	76	76	76	76	76	76
75	75	75	75	77	77	75	75	77	77		77	77	77	77	77	77	77	77	77	77	77
76	76	76	76	78	78	76	76	78	78		78	78	78	78	78	78	78	78	78	78	78
77	77	77	77	79	79	77	77	79	79		79	79	79	79	79	79	79	79	79	79	79
78	78	78	78	80	80	78	78	80	80		80	80	80	80	80	80	80	80	80	80	80
79	79	79	79	81	81	79	79	81	81		81	81	81	8							

LUFTHANSA GERMAN AIRLINES

LH041 Super "H" ④	LH041 Super "H" ⑤	U.S.A. - EUROPE		LH040 Super "H" ⑤	LH040 Super "G" ⑦
2300 1730	2300 1730	Read Down	Read Up	0900 2230	0900 2230
		Lv NEW YORK.....Ar			
		Ar FRANKFURT.....Lv			

LH020 DC-3 ①② ③⑤	LH034 DC-3 ①② ③⑤	LH030 DC-3 ④⑤ ⑥	LH021 DC-3 ①② ③	LH024 DC-3 ④⑤ ⑥	LH032 DC-3 ④⑤ ⑥	GERMANY-ENGLAND		LH031 DC-3 ⑤⑥ ⑦	LH033 DC-3 ⑤⑥ ⑦ EX
1630 1725 1755 1915						Read Down	Read Up	0745	
	1950					Lv HAMBURG.....Ar			
		1800 1900 1925 1950				Ar HANOVER.....Lv			
						Lv HANOVER.....Ar			
						Ar DUSSELDORF.....Lv			
						Lv DUSSELDORF.....Ar			
						Ar STUTTGART.....Lv			
						Lv STUTTGART.....Ar			
						Ar NUREMBERG.....Lv			
						Lv NUREMBERG.....Ar			
						Ar FRANKFURT.....Lv			
						Lv FRANKFURT.....Ar			
						Ar COLOGNE/BONN.....Lv			
						Lv COLOGNE/BONN.....Ar			
						Ar DUSSELDORF.....Lv			
						Lv DUSSELDORF.....Ar			
						Ar HAMBURG.....Lv			
						Lv HAMBURG.....Ar			
						Ar LONDON.....Lv			

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✕	C-46		263 ✕
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia Ar	1500	
	Ar KINGSTON, Palisadoes Lv	x1115	
	Lv Kingston, Palisadoes Ar	x1015	
1300	Ar MIAMI, International Lv	0700	

MALAYAN AIRWAYS (MAL)

122 ✕	106 ✕	DC-3		119 ✕
		Read Down	Read Up	
0425	0455	Lv SINGAPORE.....Ar	0330	
0600		Ar KUALA LUMPUR.....Lv	0200	
	0700	Ar IPOH.....		
	0730	Lv IPOH.....		
	0810	Ar PENANG.....		

MARITIME CENTRAL AIRWAYS (MAR)

DC-3, C-46, DC-4		26 ⑤
Read Down	Read Up	
Lv MONCTON.....	1630	
Ar GOOSEBAY.....	1300	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	786 ALT ⑥	DC-3		781 ALT ④	783 ALT ④	785 ALT ⑦	787 ALT ⑦
				Read Down	Read Up				
0500	0500	0500	0500	Lv PERTH.....Ar	1615	1615	1530	1530	
0645	0645			Ar GERALDTON...Lv					
0705	0705			Lv GERALDTON...Ar					
0900	0900			Ar CARNARVON...Lv					
0920	0920			Lv CARNARVON...Ar					
				MORAWA.....Lv	1455	1455			
				YALGOO.....Lv	1415	1415			
				YALGOO.....Ar	1355	1355			
				Ar MT. MAGNET...Lv					
				Lv MT. MAGNET...Ar	1325	1325			
				WILUNA.....Lv	1200	1200			
				Ar MEEKATHARRA..Lv	1100	1100			
				Lv MEEKATHARRA..Ar	2340	2330			
				Ar WITTENON.....Lv					
				Lv WITTENON.....Ar					
				Ar ONSLOW.....Lv					
				Lv ONSLOW.....Ar					
				Ar ROEBOURNE...Lv					
				Lv PT. HEDLAND..Ar					
				Ar PT. HEDLAND..Lv					
				Lv DE GREY.....Ar					
				Lv PARDOO.....Ar					
				Lv WALLAL.....					
				Lv MANDORA.....					
				Lv ANNA PLAINS..					
				Lv BROOME.....					
				Ar DERBY.....Lv	1900	1850	0815	0815	

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	726 ④	618 ⑥	774 ⑦	770 ⑦	York		771 ⑦	775 ⑦	615 ②	721 ③	727 ④	617 ⑤
						Read Down	Read Up						
	0400		0400			Lv LONDON...Ar				0920			0920
			0730			Ar MILAN...Lv							
			0830			Lv MILAN...Ar							
						Ar ROME...Lv							
						Lv ROME...Ar							
						Ar ATHENS...Lv							
						Lv ATHENS...Ar							
						Ar BEIRUT...Lv							
						Lv BEIRUT...Ar							
						Ar BAGHDAD...Lv							
						Lv BAGHDAD...Ar							
						Ar KUWAIT...Lv							
						Lv DHAKHAN...Ar							
						Ar DOHA...Lv							
						Lv DOHA...Ar							
						Ar BAHRAIN...Lv							
						Lv TEHERAN...Ar							

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

581 DC-6 # Ex ①	981 DC-6 # Ex ①④	527 DC-6 # Ex ⑦	525 C-54 # Ex ⑦①	529 C-54 # Ex ⑦	DC-6 Combination C-54		528 DC-6 # Ex ⑥	530 C-54 # Ex ⑦	526 C-54 # Ex ⑥⑦	980 DC-6 # Ex ③⑥	580 DC-6 # Ex ①
					Read Down	Read Up					
		0030	0900	2200	Lv NEW YORK (IDL) .EST Ar	1855	1402	0530			
		↓	1105	0005	Ar DETROIT (DTW) .EST Lv	1545	↑	0145			
			1150	0105	Lv DETROIT (DTW) .EST Ar	1521	↑	0053			
			0227	0227	Ar CHICAGO (MDW) .CDT Lv		↑	0928			
			↓	0327	Lv CHICAGO (MDW) .CDT Ar		↑	0828			
		0250	1316		Ar MILWAUKEE CDT Lv	1410	↑	0750			
		0330	1400		Lv MILWAUKEE CDT Ar	1350	↑	0705			
		↓			Ar MADISON CDT Lv	1314	↑				
		0400	1428		Lv MADISON CDT Ar	1304	↑				
				0431	Ar MINNEAPOLIS . . . CDT Lv	1100	↑	0425		2000	
				0600	Lv MINNEAPOLIS . . . CDT Ar		↑	0305			
				1025	Ar SPOKANE PST Lv		↑				
				1110	Lv SPOKANE PST Ar		↑				
				↓	Ar PORTLAND PST Lv		↑	1800			
				1240	Lv PORTLAND PST Ar		↑	1720			
					Ar SEATTLE PST Lv		↑	1630			
					Lv SEATTLE PST Ar						
0115	2000				Ar ANCHORAGE AST Lv					2345	1505
0505	2350				Lv ANCHORAGE AST Ar					↑	0730
0035					Ar TOKYO Lv					2230	
1011											
#EX											
③⑦											

PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak		2	2A	2B	4	4	6
①	①	②	②	①⑤	③⑦	Read Down	Read Up	①②	⑤	③⑦	①	①	②③
②③	②③	④⑤	④⑤	④⑤	④⑤			④⑥			④⑤	④⑤	④⑤⑥
④⑤	④⑤	④⑤	④⑤	④⑤	④⑤						④⑤	④⑤	④⑤⑥
2340	0830	0730	0730	0730	0730	Lv PORTLAND Ar		1715	1715	1715	2125	2250	0500
0030	↓	1010	1010	1010	↓	Ar SEATTLE - TAKOMA Lv		1445	1445	1445	↑	2200	↑
0500	1210	1155	1155	1155	↓	Lv SEATTLE - TAKOMA Ar		1300	1300	1300	1400		1235
		1300	1300	1300	↓	Ar KETCHIKAN (Annette Is.) Lv		0820	0820	0820			1235
		1450	1450	1450	↓	Ar YAKUTAT Lv		0700	0700	0700			2135
		1400	1400	1400	↓	Ar JUNEAU Lv							
					↓	Ar CORDOVA Lv							
					↓	Ar ANCHORAGE Lv							

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	C-54		392 ⑥
	Read Down	Read Up	
1200	Lv MIAMI PAA Ar	1505	
1735	Ar PANAMA Lv	0930	
①	PANAGRA	⑤	
0930	Lv PANAMA Ar	1645	
F	Ar CALI Ar	F	
F	Ar QUITO Ar	F	
F	Ar GUAYAQUIL Ar	F	
F	Ar TALARA Ar	F	
1640	Ar LIMA Lv	0930	
②			
0930	Lv LIMA		
1330	Ar ARICA		
1400	Lv ARICA		
1510	Ar LA PAZ		
1610	Lv LA PAZ		
1700	Ar COCHABAMBA		

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160	DC-6A		161	161	161
Ex ①	Read Down	Read Up	①	②④	⑦
				⑤⑥	
0300	Lv NEW YORK Ar	1015	1500	1615	
0935	Ar GANDER Lv	0630	1115	1230	
1005	Lv GANDER Ar	0600	1045	1200	
2055	Ar SHANNON Lv	0045	0530	0645	
2155	Lv SHANNON Ar	0001	0445	0600	
2315	Ar LONDON Lv	2200	0245	0400	
0100	Lv LONDON Ar	1915	0115	0225	
	Ar AMSTERDAM Lv	1755	2355	0105	
	AMSTERDAM Ar	1710	2325	0035	
0305	Ar FRANKFURT Lv	1545	2200	2200	
0755	Lv FRANKFURT Ar	1415	2035	2035	
0840	Ar STUTTGART Lv	1330	1950	1950	
0925	Lv STUTTGART Ar	1235	1920	1920	
1010	Ar MUNICH Lv	1145	1830	1830	

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound	Depart Westbound	Minimum Transatlantic Load
VIENNA	Daily Except Su Tu	Mo We Th Fr	800 kg
BERLIN ①③④⑤	12 05	15 15	1200 kg
	12 55	14 25	

PAA-U.S.A.-PACIFIC

875 ⑤	879 ⑥	DC-4		878 ③	876 ⑥
		Read Down	Read Up		
0800	1200	Lv SAN FRANCISCO	Ar	0605	1805
↓	↓	Lv LOS ANGELES . . . Ar			
1725	2125	Ar HONOLULU Lv		1400	0200
	0130	Lv HONOLULU Ar			
	1100	Ar WAKE ISLAND . . . Lv			
	1200	Lv WAKE ISLAND . . . Ar			
	1730	Ar GUAM ISLAND . . . Lv			
	0700	Lv GUAM ISLAND . . . Ar			
	↓	Ar TOKYO Lv			
	1315	Lv TOKYO Ar			
		Ar MANILA Lv		0700	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PAA-U.S.A.-LATIN AMERICA

345 C-54 ①	307 C-54 ②	341 C-54 ②	353 C-54 #Ex 4 6	301 DC-6A ② 4 6 7	C-54 ③ 5	323 C-54 #Ex 1 7	339 C-54 #	C-54	DC-6A	304 C-54 ⑤	340 C-54 #Ex 4 7	342 C-54 ⑥	308 C-54 ①	354 C-54 ② 5 7	322 C-54 ③ 4 5 6	302 DC-6A ① 6	C-54 ② 4	344 ①
0530		1000	0630 0935	0045	0045	2330	2130	Lv NEW YORK.....Ar Ar MIAMI.....Lv Ar MIAMI.....Ar Ar CAMAGUEY.....Lv Ar CAMAGUEY.....Ar Ar KINGSTON.....Lv Ar PORT AU PRINCE.....Lv Ar PORT AU PRINCE.....Ar Ar TRUJILLO.....Lv Ar TRUJILLO.....Ar		1445	1220	1150		1350 f 1100	1220	0500	1900	0650
1155 1555	1045 1400	1720		0630 2 4 7	0830 5	0535 XEx 1 2	0450	Ar SAN JUAN.....Lv							0745	2300	1300	2300
				0815	0945			Lv SAN JUAN.....Ar			0630	0600	1100			1415		1530
				1000	1145			Ar CARACAS*.....Lv								1145		
				303 2 C-54				Lv CARACAS*.....Ar										
				1800				Ar MARACAIBO*.....Lv										
								Ar PANAMA CITY.....Lv					0800					
								Ar PORT OF SPAIN.....Lv										
								Ar GEORGETOWN.....Lv										
								Lv GEORGETOWN.....Ar										
								Ar PARAMARIBO.....Lv										
								Lv PARAMARIBO.....Ar										
								Ar CAYENNE.....Lv										
								Lv CAYENNE.....Ar										
								Ar BELEM*.....Lv	0300									
								Lv BELEM*.....Ar	0205									
								Ar RIO DE JANEIRO*.....Lv	1845									
								Lv RIO DE JANEIRO*.....Ar	1715									
								Ar SAO PAULO.....Lv										
								Lv SAO PAULO.....Ar										
								Ar MONTEVIDEO.....Lv										
								Lv MONTEVIDEO.....Ar										
								Ar BUENOS AIRES.....Lv	1115									

Flt 307 will make flagstops at St. Croix, Antigua and Barbados.
 Flt 353 will make flagstop at Montego Bay.
 Flt 308 will make flagstops at Antigua and Barbados.

*No local traffic carried between stations
 (within the same country).

(PAA)

385 ⑥	363 ④	355 ③	355 ⑤	393 PA ⑦	383 ④	361 ⑤	361 ① ② ⑥	375 ④	375 ⑤	373 ③ ⑥	371 ⑦	C-54												374 2 ⑤ ⑥	372 ②	372 ⑦	384 ③	362 ⑥	352 ⑥	366 ① ④	368 ③	364 ③	364 ① ② ⑥	392 PA ⑧	386 ③
Read Down												Read Up																							
2345 0700 0800					0600					0730	1030	Lv LOS ANGELES.....Ar																							
												Ar HOUSTON.....Lv																							
												Lv HOUSTON.....Ar																							
												Ar NEW ORLEANS.....Lv																							
												Lv NEW ORLEANS.....Ar																							
												Lv MIAMI.....Ar																							
												Ar HAVANA.....Lv																							
												Lv HAVANA.....Ar																							
												Ar MEXICO, D.F.....Lv																							
												Lv MEXICO, D.F.....Ar																							
												Ar GUATEMALA.....Lv																							
												Lv GUATEMALA.....Ar																							
												Ar SAN SALVADOR.....Lv																							
												Lv SAN SALVADOR.....Ar																							
												Ar TEGUCIGALPA.....Lv																							
												Lv TEGUCIGALPA.....Ar																							
												Ar MANAGUA.....Lv																							
												Lv MANAGUA.....Ar																							
												Ar SAN JOSE.....Lv																							
												Lv SAN JOSE.....Ar																							
												Ar PANAMA CITY.....Lv																							
												Lv PANAMA CITY.....Ar																							
												Ar BARRANQUILLA.....Lv																							
												Lv BARRANQUILLA.....Ar																							
												Ar MARACAIBO.....Lv																							
												Lv MARACAIBO.....Ar																							
												Ar CARACAS.....Lv																							
												Lv CARACAS.....Ar																							
												Ar LIMA.....Lv																							
												Lv LIMA.....Ar																							

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

REAL-AEROVIAS-NACIONAL

C-1708 ①④ ⑤	C-1706 ②⑤ ⑦	C-1704 ③⑥ ⑦	C-1702 ③⑥ ⑦	C-1700 ②⑤ ⑦	Read Down	Read Up	C-1701 ③⑥ ⑦	C-1703 ④⑦ ⑦	C-1705 ① ⑦	C-1707 ②⑤ ⑦	C-1709 ①④ ⑥
1200 1320 1430 1545	0600 0745 0830 ↓ 1150	0500 0620 0800 ↓ 1200 1330 ↓ 1540	0600 0745 0830 ↓ 1150 1245 ↓ 1455	0600 0745 0830 ↓ 1150 1245 ↓ 1455	Lv SAO PAULO.....Ar Ar RIO DE JANEIRO.....Lv Lv RIO DE JANEIRO.....Ar Ar BELO HORIZONTE.....Lv Lv BELO HORIZONTE.....Ar Ar CARAVELAS.....Lv Lv CARAVELAS.....Ar Ar SALVADOR.....Lv Ar SALVADOR.....Ar Ar MACEIO.....Lv Lv MACEIO.....Ar Ar RECIFE.....Lv Lv RECIFE.....Ar Ar FORTALEZA.....Lv Lv FORTALEZA.....Ar Ar SAO LUIZ.....Lv Lv SAO LUIZ.....Ar Ar BELEM.....Lv	1645 1345 1520 1400 1300 1500 1200 1420 1120 1100 1010 ↑ 0800 0900 1330 1010 0710 0805 0500 0545 0500 0800 0715 0500 1715 1445 1400 1200	1345 1200 1120 ↑ 0800 0900 1330 0710 0805 0500 0545 0500 0800 0715 0500 1715 1445 1400 1200	1520 1400 1300 ↑ 0800 0900 1330 0710 0805 0500 0545 0500 0800 0715 0500 1715 1445 1400 1200	1830 ↑ 1630 1330 1		

C-1800 ⑦	Read Down	Read Up	C-1801 ④
0600 0900 0945 1315 1415 1625 0500 1130 1300 1630 0830 1400	Lv SAO PAULO.....Ar Ar GOIANIA.....Lv Lv GOIANIA.....Ar Ar CAROLINA.....Lv Lv CAROLINA.....Ar Ar BELEM.....Lv Lv BELEM.....Ar Ar PARAMARIBO.....Lv Lv PARAMARIBO.....Ar Ar PORT OF SPAIN.....Lv Lv PORT OF SPAIN.....Ar Ar SAN JUAN.....Lv Lv SAN JUAN.....Ar Ar PORT AU PRINCE.....Lv Lv PORT AU PRINCE.....Ar Ar MIAMI.....Lv	1600 1300 1200 0830 0720 0500 1430 1115 1015 0730 1630 1300 1200 0900 0730 0400	1600 1300 1200 0830 0720 0500 1430 1115 1015 0730 1630 1300 1200 0900 0730 0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④			C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
Read Down				Read Up					
1200 ↓ 1500	0600 0910	0600 0910 1040 1200	1200 1510 0800 ↓ 1000 1615	Lv SAO PAULO.....Ar	Ar CAMPO GRANDE.....Lv	1915 ↑ 1445	1910 1600 1520 1400	1350 1040	1000 ↑ 0700
				Lv CAMPO GRANDE.....Ar	Ar CORUMBA.....Lv				
				Ar CORUMBA.....Ar	Lv CORUMBA.....Lv				
				Ar CUIABA.....Lv	Lv CUIABA.....Ar				
				Lv CUIABA.....Ar	Ar MAMAUS.....Lv				
				Ar MAMAUS.....Ar	Lv PORTO ALEGRE.....Lv				

C-1600 ①⑤	Read Down	Read Up	C-1601 ②⑥
0600 0900 0945 1315 1415 1625	Lv SAO PAULO.....Ar Ar GOIANIA.....Lv Lv GOIANIA.....Ar Ar CAROLINA.....Lv Lv CAROLINA.....Ar Ar BELEM.....Lv	1600 1300 1200 0830 0720 0500	1600 1300 1200 0830 0720 0500

RIDDLE AIRLINES (RD)

411 EX 6 7	401 7	601 EX 7 1	301 X	451 EX 7 1	401 EX 7 2	413 EX 6 7	403 EX 6 7	207 EX 7 1	205 X	C-46	208 EX 6 7	204 X	412 EX 6 7	402 EX 6	452 EX 6 7	404 EX 6 7	302 X	600 EX 7 1
										Read Down	Read Up							
		1100						0100 0150 0230	2350	Lv NEW YORK.....Ar	0455	0600						0700
	2300									Ar PHILADELPHIA.....Lv	0405							
										Lv PHILADELPHIA.....Ar	0325							
										Lv CHICAGO.....Ar								
										Lv DETROIT.....Ar								
										Ar CLEVELAND.....Lv								
										Lv CLEVELAND.....Ar								
										Ar ATLANTA.....Lv								
										Lv ATLANTA.....Ar								
										Ar ORLANDO.....Lv	2125							
										Lv ORLANDO.....Ar	2035							
										Ar TAMPA.....Lv	1955							
										Lv TAMPA.....Ar	1915							
										Ar WEST PALM BEACH.....Lv								
										Lv WEST PALM BEACH.....Ar								
										Ar MIAMI.....Lv	1800	2300	1800	2030	2230			
										Lv MIAMI.....Ar								
										Ar SAN JUAN.....Lv								

RUTAS AEREAS NACIONALES (RANSA)

③	①		④	②	⑤	⑦	Read Down	C-46; C-47	Read Up	②	⑤	⑦	①	④	③		
2000 ↓ 2200 2345 ↓ 0445	0145 ↓ 0445 0530 ↓ 1000	0005 ↓ 0305 0350 ↓ 0820	2200 ↓ 0100 0145 ↓ 0545	0145 ↓ 0445 0530 ↓ 1000	0005 ↓ 0350 0350 ↓ 0820	0430 ↓ 0730 0815 ↓ 1245	0145 ↓ 0445 0530 ↓ 1000	0005 ↓ 0305 0350 ↓ 0820	Lv MIAMI, International.....Ar -- BARCELONA, Muntadas.....Lv -- BARCELONA, Muntadas.....Ar Ar KINGSTON, Palisadoes.....-- Lv KINGSTON, Palisadoes.....-- -- ARUBA.....Lv Ar MARACAIBO, Gr. De Oro.....Lv -- MARACAIBO, Gr. De Oro I.....-- Ar CARACAS, Maiquetia.....Lv	1415 ↑ 1800 ↑ 2045 ↑ 1900 ↑ 1200 ↑ 1100 ↑ 1800 ↑ 1400 ↑ 0415 ↑ 1800 ↑ 1415	1800 ↑ 2045 ↑ 1900 ↑ 1200 ↑ 1100 ↑ 1800 ↑ 1400 ↑ 0415 ↑ 1800 ↑ 1415	2045 ↑ 1900 ↑ 1200 ↑ 1100 ↑ 1800 ↑ 1400 ↑ 0415 ↑ 1800 ↑ 1415	1900 ↑ 1200 ↑ 1100 ↑ 1800 ↑ 1400 ↑ 0415 ↑ 1800 ↑ 1415	1400 ↑ 0800 ↑ 1000 ↑ 1145 ↑ 1430 ↑ 1000 ↑ 1145 ↑ 1000 ↑ 1145 ↑ 0800	0415 ↑ 1800 ↑ 1415	1800 ↑ 1415	1415 ↑ 0800

SABENA BELGIAN AIRLINES (SAB)

247 C-47 ① ③⑤	104 C-47 ② ③④⑤⑥	205 C-47 A ②③④⑤			206 C-47 ③ ④⑤	206 C-47 D ⑤	103 C-47 ② ③④⑤⑥	248 C-47 ① ③⑤
DC-6A			C-47					
Read Down			Read Up					
0830 ↓ 1345	0145 ↓ 0250	2200 <u>2359</u>	Lv BRUSSELS.....Ar	Ar	0320 0130	0250 0100	0445 ↑ 0345	2020 ↑ 1500
			Ar LONDON.....Lv	Lv				
			Lv LONDON.....Ar	Ar				
			Ar MANCHESTER.....Lv	Lv				
			Ar AMSTERDAM.....Lv	Lv				
			Ar NICE.....Lv	Lv				
			Lv NICE.....Ar	Ar				
			Ar MILAN.....Lv	Lv				

SN-209 C-47 ②	SN-215 C-47 ①	SN-213 C-47 ③④⑤	SN-209 C-47 ⑤	SN-211 C-47 ⑥	SN-101 C-47 x	Read Down	Read Up	SN-210 C-47 ②	SN-216 C-47 ①	SN-218 C-47 ③④⑤	SN-210 C-47 ⑤	SN-212 C-47 ⑥	SN-102 C-47 Ex ①
1335	1700	1330	1335	0825	2100	Lv BRUSSELS.....Ar	2025	2020	2020	2025	2020	0100	2335
	1815				2235	Ar PARIS.....Lv		1905	1905	1835	1825	1750	
						Ar COLOGNE.....Lv					1755	1720	
						Lv COLOGNE.....Ar							
						Lv COLOGNE.....Ar							
						Ar HANOVER.....Lv	1825						
						Lv HANOVER.....Ar	1755						
						Ar STUTTGART.....Lv							
						Lv STUTTGART.....Ar							
						Ar HAMBURG.....Lv	1645						
						Lv HAMBURG.....Ar							
						Ar NUREMBERG.....Lv							
						Lv NUREMBERG.....Ar							
						Ar VIENNA.....Lv							

LE-097 DC-4 ②	LE-105 DC-4 ③	LE-099 DC-4 ④	LE-107 DC-4 ⑤	LE-101 DC-4 ⑥	LE-103 DC-4 ⑦	Read Down	Read Up	LE-098 DC-4 ②	LE-106 DC-4 ③	LE-100 DC-4 ④	LE-108 DC-4 ⑤	LE-102 DC-4 ⑥	LE-104 DC-4 ⑦
0100	0100	0100	0300	0100	0100	Lv BEIRUT.....Ar	1100	1720	1100	1330	1100	1500	
			1115			Ar TEHERAN.....Lv				1315			
						Lv TEHERAN.....Ar							
						Ar KUWAIT.....Lv	0730	1350	0730				
						Lv KUWAIT.....Ar							
						Ar DHAHRAN.....Lv							
						Lv DHAHRAN.....Ar							
						Ar DOHA.....Lv							
						Lv DOHA.....Ar							
						Ar BAHRAIN.....Lv							

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran
 No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
 No Local Traffic Between Kuwait and Bahrain in Either Direction.

222 DC-4 ②	454 C-47 ②	420 C-47 ④	DC-4	C-47	VNR DC-4 ①	453 C-47 ②	423 DC-4 P ③	225 DC-4 ⑤
			Read Down	Read Up				
0530	1050		Lv MATADI.....Ar		1400	1010		
	1200		Ar LEOPOLDVILLE.....Lv		1300	0900		
		0530	Lv LEOPOLDVILLE.....Ar					
			Ar KIKWIT.....Lv					
			Lv KIKWIT.....Ar					
			Ar LULUABOURG.....Lv					
		0915	Lv LULUABOURG.....Ar					
		1015	-- LODJA.....Lv					
			-- LODJA.....Ar					
			-- KINDU.....Lv					
			-- KINDU.....Ar					
			-- KALIMA.....Lv					
			-- KALIMA.....Ar					
			Ar ALBERTVILLE.....Lv					
			Lv ALBERTVILLE.....Ar					
			Ar BUKAVU.....Lv					
			Lv USUMBURA.....Ar					
			Ar GOMA.....Lv					

279 ③	DC-4	478 ②
Read Down		Read Up
0830	Lv USUMBURA.....Ar	1000
1130	Ar LULUABOURG.....Lv	
1215	Lv LULUABOURG.....Ar	
1345	Ar KAMINA.....Lv	
1430	Lv KAMINA.....Ar	
1530	Ar KOLWEZI.....Lv	
1605	Lv KOLWEZI.....Ar	
1700	Ar ELIZABETHVILLE.....Lv	0700

484 DC-4 P ⑦	464 DC-4 ⑦ A	DC-4	C-47	485 DC-4 ①	464 C-47 ⑦
		Read Down	Read Up		
		Lv LEOPOLDVILLE.....Ar			1730
		Ar COQUILHATVILLE.....Lv			1515
		Lv COQUILHATVILLE.....Ar			1445
		Ar BOENDE.....Lv			
		Lv BOENDE.....Ar			
		Ar LIBENGE.....Lv			
		Lv LIBENGE.....Ar			
		Ar STANLEYVILLE.....Lv		0950	
		Ar BUNIA.....Ar		0800	
1445 1635	0930 ↓ 1220				

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SAM AIRLINES

999 ⑤	888 ⑤	C-46		887 ③	998 ④
Read Down		Read Up			
0300		Lv MIAMI.....Ar			2000
0800		Ar SAN ANDRES.....Lv			
0900		Lv SAN ANDRES.....Ar			
1115		Ar CARTAGENA.....Lv			
1200	1145	Lv CARTAGENA.....Ar	1445		
	1215	Ar BARRANQUILLA.....Lv	1415	1400	
		Lv BARRANQUILLA.....Ar	1315	1300	
1350	801 ③	Ar MEDELLIN.....Lv	1130		
1450	0600	Lv MEDELLIN.....Ar	1030		
1550	0700	Ar BOGOTA.....Lv	0930	1100	
1645	0800	Lv BOGOTA.....Ar	0830	1000	
1800		Ar CALI.....Lv	0715		
	1200	Ar LETICIA.....Lv		0600	

SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3		005 ②
② ③ ④ ⑤	Read Down		Read Up ③ ④ ⑤ ⑥
2350	Lv COPENHAGEN, Kastrup.....Ar		0625
0245	Ar AMSTERDAM, Schiphol.....Lv		0350

SEABOARD AND WESTERN (SBW)

100 ⑦	104 ①	100 ②	104 ②	100 ③	104 ③	100 ④	104 ④	100 ⑤	104 ⑤	100 ⑥	104 ⑥	Read Down	Read Up	101 ⑦	105 ①	101 ②	105 ②	101 ③	105 ③	101 ④	105 ④	101 ⑤	105 ⑤	101 ⑥	105 ⑥
0330	0330	0330	0330	0330	0330	0330	0330	0330	0330	0330	0330	Lv NEW YORK...Ar	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225	1225
1945	1945	1945	1945	1945	1945	1945	1945	1945	1945	1945	1945	Ar SHANNON...Lv	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340	0340
												Lv SHANNON...Ar	0210	0030	0220	0002	0210	0002	0210	0002	0210	0002	0210	0002	0210
2100	2330	2100	2330	2100	2330	2100	2330	2100	2330	2100	2330	Ar LONDON...Lv	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020	0020
2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	Ar LONDON...Ar	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320
2335	2335	2335	2335	2335	2335	2335	2335	2335	2335	2335	2335	Lv LONDON...Ar	2320	2010	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320
												Ar GLASGOW...Lv		1730											
												Ar AMSTERDAM...Lv		1530											
												Ar HAMBURG...Lv													
0135	0135	0135	0135	0135	0135	0135	0135	0135	0135	0135	0135	Ar BRUSSELS...Lv	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310	2310
0300	0300	0300	0300	0300	0300	0300	0300	0300	0300	0300	0300	Ar COLOGNE...Lv	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300
0600	0600	0600	0600	0600	0600	0600	0600	0600	0600	0600	0600	Ar DUSSELDORF...Lv	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250
0700	0700	0700	0700	0700	0700	0700	0700	0700	0700	0700	0700	Ar FRANKFURT...Lv	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130	2130
0740	0740	0740	0740	0740	0740	0740	0740	0740	0740	0740	0740	Lv FRANKFURT...Ar	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055	2055
0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	Ar DUSSELDORF...Ar													
1010	1010	1010	1010	1010	1010	1010	1010	1010	1010	1010	1010	Ar COLOGNE...Ar													
1130	1130	1130	1130	1130	1130	1130	1130	1130	1130	1130	1130	Ar NURNBERG...Lv	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005	2005
												Ar MUNICH...Lv	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920
												Ar STUTTGART...Lv	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815	1815
0350	0350	0350	0350	0350	0350	0350	0350	0350	0350	0350	0350	Ar PARIS...Lv	2200	1900	2200	1900	2200	1900	2200	1900	2200	1900	2200	1900	2200
0450	0450	0450	0450	0450	0450	0450	0450	0450	0450	0450	0450	Lv PARIS...Ar	2120	1815	2120	1815	2120	1815	2120	1815	2120	1815	2120	1815	2120
0605	0605	0605	0605	0605	0605	0605	0605	0605	0605	0605	0605	Ar F - CHA-TEAUX...Lv													
0800	0800	0800	0800	0800	0800	0800	0800	0800	0800	0800	0800	Ar GENEVA...Lv	2030	1700	2030	1700	2030	1700	2030	1700	2030	1700	2030	1700	2030
0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	0900	Ar BASEL...Lv	1900		1900		1900		1900		1900		1900		1900
1030	1030	1030	1030	1030	1030	1030	1030	1030	1030	1030	1030	Ar ZURICH...Lv	1800		1800		1800		1800		1800		1800		1800

*-Constellation

S-Flagstop

F-Service to Chateauroux only to accommodate Military Traffic

A stop in Gander will be made when required.

1-C-46

SWISSAIR (SR)

704 ①	791 ②	793 ⑤	DC-6A		792 ⑤	790 ⑦	705 ③ ④ ⑤ ⑥
Read Down		Read Up					
	2200	2355	Lv NEW YORK.....Ar		0850	2200	
			Ar MANCHESTER.....Lv		2225	1135	
			Lv MANCHESTER.....Ar		2135	1045	
			Ar BASLE.....Lv		1950	0900	
			Lv BASLE.....Ar		1920	0830	
		2115	Ar GENEVA.....Lv				
		2115	Lv GENEVA.....Ar				
	1900	2205	Ar ZURICH.....Lv		1850	0800	
			Lv ZURICH.....Ar		2325		
			Ar GENEVA.....Lv		2235		
2310			Lv ZURICH.....Ar			0715	
2350			Ar BASLE/MULHOUSE.....Lv			0640	
0020			Lv BASLE/MULHOUSE.....Ar			0610	
0300			Ar AMSTERDAM.....Lv			0340	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES (SA)

525 ② ⑤	801 ⑥	801 ③ ⑤	801 ② ④	801 ①	DC-4	400 ①	800 ② ③ ④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up						
0700	0600	0615	0400	0600	Lv NEW ORLEANS.....Ar	2030	1845	2110	1900	1800	1715	1855
↓	1030	↓	↓	↓	Lv MEXICO.....Ar	↑	↑	1715	↑	↑	↑	↑
	1100				Ar BELIZE.....Lv			1700				
1025	1225	1145	0930	1130	Lv BELIZE.....Ar	1535		1535				1535
1110	1315	1245	1020	1230	Ar GUATEMALA.....Lv	1505		1505				1505
1155	1400	1330	1105	1315	Lv GUATEMALA.....Ar	1420	1315	1420	1330	1400	1315	1420
			1220		Ar SAN SALVADOR.....Lv	1400		1400				1400
			1315		Lv SAN SALVADOR.....Ar	1315		1315				1315
			1340		Ar TEGUCIGALPA.....Lv	1300		1300				1300
			1435		Lv TEGUCIGALPA.....Ar	1205		1205				1205
			1500		Ar MANAGUA.....Lv	1145		1145				1145
			1610		Lv MANAGUA.....Ar	1035		1035				1035
					Ar SAN JOSE.....Lv							

TRANS-AUSTRALIA AIRLINES (TAA)

1911	1909	1913	1915	1917	1919	1929	1921	1925	1927	1948	1942	1902	1904	DC-3	1912	1910	1916	1918	1920	1930	1924	1926	1928	1949	1943	1901
①												①					⑦	①								①
②				⑦	①							②	③	Read Down	Read Up	⑥	②	③	⑦	③	⑤	③	④	⑤	④	①
③				②	③			③	④		⑦	④	⑤			⑧	①	②	③	⑤	⑥	⑤	⑤	④	①	②
④				③	④			⑤	⑥			⑤	④	Lv MELBOURNE.....Ar	1045	0835	2035	1140	1105	1955	1845	2010	1315	1240	1100	1000
⑤				④	⑤			⑥	⑦			⑥	⑤	Lv WYNARD.....Ar					0925							③
⑥				⑤	⑥			⑦	⑧			⑦	⑥	Lv WYNARD.....Ar												④
				⑥	⑦			⑧	⑨			⑧	⑦	Lv DEVONPORT.....Ar												⑤
				⑦	⑧			⑨	⑩			⑨	⑧	Lv DEVONPORT.....Ar												⑥
				⑧	⑨			⑩	⑪			⑩	⑨	Lv LAUNCESTON.....Ar												⑦
				⑨	⑩			⑪	⑫			⑪	⑩	Lv LAUNCESTON.....Ar												⑧
				⑩	⑪			⑫	⑬			⑫	⑪	Lv LAUNCESTON.....Ar												⑨
				⑪	⑫			⑬	⑭			⑬	⑫	Lv LAUNCESTON.....Ar												⑩
				⑫	⑬			⑭	⑮			⑭	⑬	Lv HOBART.....Ar	0805		1755	0900		1715		1930	0945			⑪
				⑬	⑭			⑮	⑯			⑮	⑭	Lv SYDNEY.....Ar												⑫
				⑭	⑮			⑯	⑰			⑯	⑭	Lv SYDNEY.....Ar												⑬
				⑮	⑯			⑰	⑱			⑰	⑮	Lv SYDNEY.....Ar												⑭
				⑯	⑰			⑱	⑲			⑲	⑮	Lv BRISBANE.....Ar												⑮
				⑰	⑱			⑲	⑳			⑲	⑮	Lv BRISBANE.....Ar												⑯
				⑱	⑲			⑲	㉑			⑲	⑮	Lv ADELAIDE.....Ar												⑰
				⑲	㉑			㉑	㉒			㉑	⑲	Lv ADELAIDE.....Ar												⑱
				㉑	㉒			㉒	㉓			㉒	⑲	Lv ADELAIDE.....Ar												㉑
				㉒	㉓			㉓	㉔			㉓	⑲	Lv PERTH.....Ar												㉒
				㉓	㉔			㉔	㉕			㉔	⑲	Lv PERTH.....Ar												㉓
				㉔	㉕			㉕	㉖			㉕	⑲	Lv PERTH.....Ar												㉔
				㉕	㉖			㉖	㉗			㉖	⑲	Lv PERTH.....Ar												㉕
				㉖	㉗			㉗	㉘			㉖	⑲	Lv PERTH.....Ar												㉖
				㉗	㉘			㉘	㉙			㉖	⑲	Lv PERTH.....Ar												㉗
				㉘	㉙			㉙	㉚			㉖	⑲	Lv PERTH.....Ar												㉘
				㉙	㉚			㉚	㉛			㉖	⑲	Lv PERTH.....Ar												㉙
				㉚	㉛			㉛	㉜			㉖	⑲	Lv PERTH.....Ar												㉚
				㉛	㉜			㉜	㉝			㉖	⑲	Lv PERTH.....Ar												㉛
				㉜	㉝			㉝	㉞			㉖	⑲	Lv PERTH.....Ar												㉜
				㉝	㉞			㉞	㉟			㉖	⑲	Lv PERTH.....Ar												㉝
				㉞	㉟			㉟	㊱			㉖	⑲	Lv PERTH.....Ar												㉞
				㉟	㊱			㊱	㊲			㉖	⑲	Lv PERTH.....Ar												㉟
				㊱	㊲			㊲	㊳			㉖	⑲	Lv PERTH.....Ar												㊱
				㊲	㊳			㊳	㊴			㉖	⑲	Lv PERTH.....Ar												㊲
				㊳	㊴			㊴	㊵			㉖	⑲	Lv PERTH.....Ar												㊳
				㊴	㊵			㊵	㊶			㉖	⑲	Lv PERTH.....Ar												㊴
				㊵	㊶			㊶	㊷			㉖	⑲	Lv PERTH.....Ar												㊵
				㊶	㊷			㊷	㊸			㉖	⑲	Lv PERTH.....Ar												㊶
				㊷	㊸			㊸	㊹			㉖	⑲	Lv PERTH.....Ar												㊷
				㊸	㊹			㊹	㊺			㉖	⑲	Lv PERTH.....Ar												㊸
				㊹	㊺			㊺	㊻			㉖	⑲	Lv PERTH.....Ar												㊹
				㊺	㊻			㊻	㊼			㉖	⑲	Lv PERTH.....Ar												㊺
				㊻	㊼			㊼	㊽			㉖	⑲	Lv PERTH.....Ar												㊻
				㊼	㊽			㊽	㊾			㉖	⑲	Lv PERTH.....Ar												㊼
				㊽	㊾			㊾	㊿			㉖	⑲	Lv PERTH.....Ar												㊽
				㊾	㊿			㊿	㉑			㉖	⑲	Lv PERTH.....Ar												㊾
				㊿	㉑			㉑	㉒			㉖	⑲	Lv PERTH.....Ar												㊿
				㉑	㉒			㉒	㉓			㉖	⑲	Lv PERTH.....Ar												㉑
				㉒	㉓			㉓	㉔			㉖	⑲	Lv PERTH.....Ar												㉒
				㉓	㉔			㉔	㉕			㉖	⑲	Lv PERTH.....Ar												㉓
				㉔	㉕			㉕	㉖			㉖	⑲	Lv PERTH.....Ar												㉔
				㉕	㉖			㉖	㉗			㉖	⑲	Lv PERTH.....Ar												㉕
				㉖	㉗			㉗	㉘			㉖	⑲	Lv PERTH.....Ar												㉖
				㉗	㉘			㉘	㉙			㉖	⑲	Lv PERTH.....Ar												㉗
				㉘	㉙			㉙	㉚			㉖	⑲	Lv PERTH.....Ar												㉘
				㉙	㉚			㉚	㉛			㉖	⑲	Lv PERTH.....Ar												㉙
				㉚	㉛			㉛	㉜			㉖	⑲	Lv PERTH.....Ar												㉚
				㉛	㉜			㉜	㉝			㉖	⑲	Lv PERTH.....Ar												㉛
				㉜	㉝			㉝	㉞			㉖	⑲	Lv PERTH.....Ar												㉜
				㉝	㉞			㉞	㉟			㉖	⑲	Lv PERTH.....Ar												㉝
				㉞	㉟			㉟	㊱			㉖	⑲	Lv PERTH.....Ar												㉞
				㉟	㊱			㊱	㊲			㉖	⑲	Lv PERTH.....Ar												㉟
				㊱	㊲			㊲	㊳			㉖	⑲	Lv PERTH.....Ar												㊱
				㊲	㊳			㊳	㊴			㉖	⑲	Lv PERTH.....Ar												㊲
				㊳	㊴			㊴	㊵			㉖	⑲	Lv PERTH.....Ar												㊳
				㊴	㊵			㊵	㊶			㉖	⑲	Lv PERTH.....Ar												㊴
				㊵	㊶			㊶	㊷			㉖	⑲	Lv PERTH.....Ar												㊵
				㊶	㊷			㊷	㊸			㉖	⑲	Lv PERTH.....Ar												㊶
				㊷	㊸			㊸	㊹			㉖	⑲	Lv PERTH.....Ar												㊷
				㊸	㊹			㊹	㊺			㉖	⑲	Lv PERTH.....Ar												㊸
				㊹	㊺			㊺	㊻			㉖	⑲	Lv PERTH.....Ar												㊹
				㊺	㊻			㊻	㊼			㉖	⑲	Lv PERTH.....Ar												㊺
				㊻	㊼			㊼	㊽			㉖	⑲	Lv PERTH.....Ar												㊻
				㊼	㊽			㊽	㊾			㉖	⑲	Lv PERTH.....Ar												㊼
				㊽	㊾			㊾	㊿			㉖	⑲	Lv PERTH.....Ar												㊽
				㊾	㊿			㊿	㉑			㉖	⑲	Lv PERTH.....Ar												㊾
				㊿	㉑			㉑	㉒			㉖	⑲	Lv PERTH.....Ar												㊿
				㉑	㉒			㉒	㉓			㉖	⑲	Lv PERTH.....Ar												㉑
				㉒	㉓			㉓	㉔			㉖	⑲	Lv PERTH.....Ar												㉒
				㉓	㉔			㉔	㉕			㉖	⑲	Lv PERTH.....Ar												㉓
				㉔	㉕																					

TRANS WORLD AIRLINES (TW)

599 ① ② ③ ④ ⑤ ⑥	595 ① ② ③ ④ ⑤ ⑥	597 L-049 ① ② ③ ④ ⑤ ⑥	Constellation L-1049H	596 L-049 ① ② ③ ④ ⑤ ⑥	598 ① ② ③ ④ ⑤ ⑥	592 ① ② ③ ④ ⑤ ⑥
			Read Down	Read Up		
2330	2130	0125	Lv NEW YORK (IDL).....Ar	0436	2001	1832
↓	↓	0216	Lv NEW YORK (LGA).....Ar	↑	1920	↑
		0305	Ar PHILADELPHIA.....Lv		1832	1700
		0435	Lv PHILADELPHIA.....Ar			1559
		0530	Ar PITTSBURGH.....Lv			
			Lv PITTSBURGH.....Ar			
			Ar COLUMBUS.....Lv			
			Lv COLUMBUS.....Ar			
			Ar CHICAGO (MDW).....Lv			
			Lv CHICAGO (MDW).....Ar			
			Ar INDIANAPOLIS.....Lv			
			Lv INDIANAPOLIS.....Ar			
			Ar ST. LOUIS.....Lv			
			Lv ST. LOUIS.....Ar			
			Ar KANSAS CITY.....Lv			
			Lv KANSAS CITY.....Ar			
			Ar LOS ANGELES.....Lv			
			Lv LOS ANGELES.....Ar			
			Ar SAN FRANCISCO.....Lv			

TRANS-CANADA (TCA)

909 ① ② ③ ④ ⑤	North Star	910 ① ② ③ ④ ⑤
	Read Down	Read Up
2100	Lv MONTREAL.....Ar	A1455
2255	Ar TORONTO.....Lv	A1315
2355	Lv TORONTO.....Ar	1155
0350	Ar WINNIPEG.....Lv	0650
0435	Lv WINNIPEG.....Ar	0605
	-- CALGARY.....Lv	0150
	-- CALGARY.....Ar	0120
0730	Ar EDMONTON.....Lv	↑
0800	Lv EDMONTON.....Ar	
1015	Ar VANCOUVER.....Lv	2200

A-Toronto to Montreal section ③④⑤ only.

NEW YORK-ROME

970 ③ ⑥	980 ⑦ ④	L-1049H	971 ② ④	981 ③ ⑥
		Read Down	Read Up	
2359	2359	Lv NEW YORK.....Ar	1155	1235
0439	0439	Ar GANDER.....Lv	0825	0705
0525	0525	Lv GANDER.....Ar	0740	0820
	1545	Ar SHANNON.....Lv	0145	0225
	1630	Lv SHANNON.....Ar	0045	0125
		Ar LONDON.....Lv	2255	↑
		Lv LONDON.....Ar	2155	↑
		Ar FRANKFURT.....Lv	2045	↑
		Lv FRANKFURT.....Ar	1945	↑
		Ar PARIS.....Lv		2345
		Lv PARIS.....Ar		2215
		Ar ZURICH.....Lv		↑
		Lv ZURICH.....Ar		↑
		Ar GENEVA.....Lv		2055
		Lv GENEVA.....Ar		1955
		Ar MILAN.....Lv		1635
		Lv MILAN.....Ar		1845
		Ar ROME.....Lv		1740
		Lv ROME.....Ar		1600

TRANS CARIBBEAN AIRWAYS (TRC)

901 ① ③	901 ⑥	DC-4	900 ①	900 ③ ⑤
		Read Down	Read Up	
2400	2200	Lv NEW YORK.....Ar	0500	0700
0800	0600	Ar SAN JUAN.....Lv	2100	2300

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TRANSA-CHILE

C-46									
④	⑦	③⑥	⑤	④	Read Down	Read Up	④	①	②⑤
1500		1000			Lv ARICA.....Ar	1225			1425
1710		1210			Ar ANTOFAGASTA...Lv	1015			1215
1755		1255			Lv ANTOFAGASTA...Ar	0930			1130
2125		1325			Ar SANTIAGO.....Lv	0600			0800
	0800		0800	0900	Lv SANTIAGO.....Ar		1750		1730
	1100			1200	Ar BARILOCHE...Lv		1450		1400
	1145				Lv BARILOCHE...Ar		1405		
	1750				Lv PUNTA ARENAS...Lv		0900		
			1130		Ar J. FERNANDEZ..Lv				1400

WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE...Lv		1320

UNITED AIR LINES (UA)

99 DC-6 #EX ⑦①	61 CVR #EX ⑦①	97 DC-6A #EX ⑥⑦	93 DC-6A #EX ⑥⑦	95 DC-6A #EX ⑥⑦	63 DC-6 #	DC-6A CVR DC-6	92 DC-6A #EX ⑤⑥⑦	90 DC-6A #EX ⑥⑦	92 DC-6A ⑥	98 DC-6A #EX ⑥⑦	96 DC-6 #EX ⑦①	60 CVR #EX ⑦①	97 DC-6A #EX ⑥⑦
						Read Down	Read Up						
		2230				Lv BOSTON.....Ar		1600					
		2313				Ar HARTFORD/SPRINGFIELD...Lv		B					
		0025				Lv HARTFORD/SPRINGFIELD...Ar		1450					
						Lv NEW YORK (LGA).....Ar		1350					
						Lv NEW YORK (IDL).....Ar							
						Ar NEW YORK (IDL).....Lv							
						Lv NEWARK.....Ar	1557		2012				
						Ar PHILADELPHIA.....Lv	1520		1935				
						Lv PHILADELPHIA.....Ar	1430		1847				
						Ar CLEVELAND.....Lv			1710				
						Lv CLEVELAND.....Ar			1627				
						Ar DETROIT.....Lv	1130						
						Lv DETROIT.....Ar	1028						
						Ar CHICAGO (MDW).....Lv	0920	0955	1400				
						Lv CHICAGO (MDW).....Ar	0720	0755	0855				
						Ar DENVER.....Lv							
						Lv DENVER.....Ar							
						Ar SALT LAKE CITY.....Lv							
						Lv SALT LAKE CITY.....Ar							
						Ar SAN FRANCISCO.....Lv	2230		0030				
						Lv SAN FRANCISCO.....Ar							
						Ar OAKLAND.....Lv		2330					
						Lv OAKLAND.....Ar							
						Ar LOS ANGELES (INTL).....Lv							
						Lv LOS ANGELES (BUR).....Ar							

B IDL-BOS Portion #90 Cancelled Saturday afternoon.

U.A.T. AEROMARITIME (UT-AMA)

DC-4	UT-755 DC-6	AMA-97 Nord	AMA-93 Nord	AMA-99 Nord	DC-4	NORD 2.502	DC-6	AMA-98 Nord	UT-756 DC-6	AMA-90 Nord	DC-4
⑥	④	①	③	①	Read Down	Read Up	Read Down	Read Up	②	⑥	⑦
					Lv PARIS LE BOURGET.....Ar				1000		0040
					Ar NICE.....Lv				0755		
					Lv NICE.....Ar				0655		1850
					Ar TRIPOLI.....Lv						1750
					Lv TRIPOLI.....Ar						
					Ar FORT-LAMY.....Lv				2225		
					Lv FORT-LAMY.....Ar				2110		0930
					Ar MOUNDOU.....Lv						
					Lv MOUNDOU.....Ar						
					Ar N'GAOUNDERE.....Lv						
					Lv N'GAOUNDERE.....Ar						
					Ar BANGUI.....Lv						
					Lv BANGUI.....Ar						
					Ar DOUALA.....Lv				1730		
					Lv DOUALA.....Ar				1830		
					Ar LIBREVILLE.....Lv						
					Lv LIBREVILLE.....Ar						
					Ar PORT-GENTIL.....Lv						
					Lv PORT-GENTIL.....Ar						
					Ar BRAZZAVILLE.....Lv				1355		
					Lv BRAZZAVILLE.....Ar						

*Every other week.

VARIG (RG)

966	667	C-46	666	967
⑤	EX ①	Read Down	Read Up	⑥
	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	
	0500	Lv SAO PAULO.....Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv	2230	
		-- VITORIA.....		
		-- BELMONTE.....		
		Ar SALVADOR, Ipatanga.....Lv	1040	
		Lv SALVADOR, Ipatanga.....Ar	1010	
		-- ARACAJU, Municipal.....		
		-- PROPRIA.....		
		-- PENEDO.....		
		-- MACEIO, Tab. do Pinto.....		
		Ar RECIFE, Iba. Guar.....Lv	0635	
		Lv RECIFE, Iba. Guar.....Ar	0615	
		-- JOAO PESSOA, Santa Rita.....		
		Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Brechin, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																					ALL-CARGO					
CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H
AA.....	--	150	--	--	150	--	--	150	--	75	200	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--
AL.....	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--
ALITALIA	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	150	--	--	--	--	--	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	--	--	--	100	100	--	100	--	--	--	75	--	100	45	--	--	--	--	150	185	--	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	68	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--
CO.....	--	150	--	--	150	100	--	100	--	100	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	200	100	--
KLM.....	--	--	--	--	154	50	205	77	--	77	77	--	--	72	--	154	--	--	--	150	--	--	205	205	102	300
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
NO.....	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	100	--	--	--	--	--	100	--	200	75	--	75	--	--	45	--	--	--	--	--	--	--	200	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	70	--	--	--	--	--	--	185	200	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--
SAB.....	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
TACA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	75	--	--	--	--	150	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	100	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300
UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
WA.....	--	--	--	--	75	--	--	--	--	75	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO																						
	Boeing Stratocruiser	Boeing 707	Britania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-68	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const., 1049-H																	
AA.....	--	600	--	--	500	--	--	600	--	600	600	--	--	--	--	200	--	--	--	--	--	--	--	--	6000	--	--																	
AL.....	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--																	
ASA.....	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--																	
ALITALIA...	--	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--																	
BL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
BN.....	--	--	--	--	500	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--																	
BOAC.....	--	--	600	--	--	--	--	--	--	--	--	600	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--																	
CA.....	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--																	
CO.....	--	500	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--																	
CN.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
CPA.....	See U.S. and Canadian City Directory																					--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	600	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--																	
DL.....	--	--	--	--	400	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--																	
EA.....	--	--	--	--	200	--	--	--	--	--	200	--	--	--	200	200	--	200	--	--	--	--	--	--	--	500	--																	
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
FL.....	See U.S. and Canadian City Directory																					--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000																	
HAL.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
JAL.....	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--																	
KLM.....	--	--	--	--	400	--	500	600	--	600	200	--	--	--	550	--	600	--	--	--	200	--	--	--	600	500	10000																	
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--																	
LC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
MO.....	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
NA.....	--	--	--	--	400	--	--	400	--	200	200	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--																	
NE.....	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--																	
NO.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
NW.....	500	--	--	--	--	--	200	--	2000	200	--	200	--	--	--	200	--	--	--	--	--	--	--	2000	--	--	--																	
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--																	
OZ.....	See U.S. and Canadian City Directory																					--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--																	
PAA.....	600	600	--	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	--	5000	6000	--	--																	
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--																	
QRA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--																	
SAB.....	--	600	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
SEW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300																	
SO.....	See U.S. and Canadian City Directory																					--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	600	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--																	
TACA.....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
TCA.....	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--																	
TBC.....	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--																	
TT.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--																	
TV.....	--	400	--	--	--	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	3000																	
UA.....	--	--	--	--	400	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--																	
VA.....	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--																	
WC.....	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--																	

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	26F, 026-84, 151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	IN	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerline Eireann Tró. Irish Air Lines
AF	AF	057	Air France
AFI	SU	098	Aeroflot
AIRCEY	AE	104	Air India International
AJ	AJ	148	Air Ceylon Limited
AKA	AJ	224	Air Jordan
AL	AL	037	Air Kruis (Kent), Ltd.
ALG	AH	124	Allagheny Airlines, Inc.
ALT	EL	053	Air Algier
ANA	AN	090	Aer Lingus Toronto - Irish Air Lines
ANSETT	AN	152	Ansett-Australian National
APA	AP	123	Ansett Airways Pty., Ltd.
AQU	AQ	112	Aerovias Panama
ARG	AR	044	Aquila Airways Limited
ASA	AS	027	Aerolineas Argentinas
ATM	AT	147	Alaska Airlines, Inc.
ATSA	TZ	141	Compagnie Nationale de Transport Aeriens
AVENSA	AV	128	Aero Transportes, S.A.
AVIACO	AD	110	Aerovias Venezolanas, S.A.
AVN	AC	26K, 026-3, 134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Aerovias Nacionales de Colombia, S.A.
AZ	AZ	055	Alitalia-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT	BE	060	Butler Air Transport Pty., Ltd.
BCAL	BE	060	British European Airways Corp.
BKS	BK	137	British Guiana Airways, Ltd.
BL	BL	039	BKS Air Transport, Ltd.
BN	BN	002	Bonanza Air Lines, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWA	BA	064	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Central Airlines, Inc.
CAT	CS	129	Central Airlines, Inc.
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA	CA	013	Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH	008	Chicago Helicopter Airways, Ltd.
CIA	CI	221	Caribbean International Airways, Ltd.
CINTA	CI	221	Cinta Chilean Airlines, Ltd.
CMA	MX	26M, 026-5, 132	Compania Mexicana de Aviacion, S.A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CO	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	CR	161	Compania Panamena de Aviacion, S.A.
COPA	CM	230	Compania Panamena de Aviacion, S.A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR	068	Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EG	EC	094	East African Airways Corp.
EGLE	EA	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	26E, 026-83, 169	Elia Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW	071	East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT", S.A.
FINNAIR	AY	105	Aero O/Y (Finland)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FI	108	Flugflug Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL	GF	040	Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
GIBAIR	GT	126	Gulf Aviation Company, Ltd.
GUA	GU	171	Garuda Indonesian Airways, Ltd.
HAL	HA	048	Empresa Guatemalteca de Aviacion
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HK	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	IL	278	Israel Air Lines
IR	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	JU	115	Jugoslavenki Aerotransport (JAT)
JY	JY	130	Jersey Airlines
KAL	KE	077	Kuwait Airways
KLM	KL	077	K.L.M. Royal Dutch Airlines
KN	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
LAN	LA	045	Lineas Aereas Nacionales
LA NICA	NE	176	Lineas Aereas de Nicaragua, S.A.
LAP	NE	176	Lineas Aereas Nacionales, S.A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Lingling Air
LLC	LT	223	Lloyd Aereo Colombiano
LN	LN	067	Linea Aerea Nacional
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MAL EY	MA	182	Hungarian Air Transport-MAL EY
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackay Airlines, Inc.
MM	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MS	MT	216	Morton Air Services Limited
MS	MS	077	Miarsair, SAE
NACIONAL	NA	208	Transportes Aereos Nacionales, Ltd.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Oscar Air Lines, Inc.
PAA	PA	26P, 026-1, 12, 13, 14, 15	Pan American World Airways System
PAB	PB	26R, 026-4, 111	Panair de Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	26L, 026-6, 109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Airlines, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU	001	Primeras Lineas Uruguayas de Navegacion Aerea
PC	PC	001	Pacific Air Lines
PN	PN	26J, 026-82, 031	Pacific Northern Airlines, Inc.
PT	PT	188	Provincetown-Boston Airlines, Inc.
QAL	QA	081	Quebecair, Inc.
QCA	QC	081	Queen Charlotte Airlines, Ltd.
QEA	QE	081	Quebecair, Inc.
QAS	QA	143	Quebecair, Inc.
RAL	RC	223	Royal Air Canada
RANSA	RA	321	Resort Airlines, Inc.
REAL	RE	153	Rutas Aereas Nacionales, S.A.
REEF	BR	153	Reeve Flying Boat Services Pty., Ltd.
REEVE	BR	153	Reeve Flying Boat Services Pty., Ltd.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAF	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienn
SAB	BU	001	Breathene South American & Far East Airtransport
SAHSA	SH	001	Servicio Aereo de Honduras, S.A.
SAS	SK	117	Scandinavian Airlines System
SAT	SK	117	Sociedade Acoria de Transportes Aereos, Ltd.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI	SL	042	Saudi Arabian Airlines
SI	SI	042	Scottish Airlines
SO	SO	083	Slick Airways, Inc.
SR	SR	083	Southern Airways, Inc.
STAE	ST	196	Swiss Air Transport Co., Ltd.
SUD	SD	200	Societe de Transport Aeriens en Extram-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN	SI	201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgar-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAL	TL	119	Compagnie de Transport Aeriens Intercontinentaux
TALOA	TL	047	Transportes Aereos Da India Portuguesa
TAN	TK	208	Transcanair Airlines
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tesman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TH	235	Turk Hava Yollar
TPA	TO	267	Trans-Pacific Airlines, Ltd.
TRC	TR	254	Transcontinental, S.A.
TT	TT	033	Trans Caribbean Airways
TU	TU	199	Trans-Texas Airways
TW	TW	015	Societe Tunisienne de l'Air (Tunis Air)
UA	UA	016	Trans World Airlines, Inc.
UAT	UT	129	United Air Lines, Inc.
UBA	UB	209	Union Aeromarine de Transport
UMCA	UR	026	Union of Burma Airways
VARI	RG	042	Uruba, Medellin & Central Airways
VAS	VF	087	Empresao de Viacao Aereo Rio Grandense
VNA	VN	120	Viacao Aereo Sae Paulo, S.A.
WAC	WT	087	Air Vietnam
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
YR	YR	001	Soc. de Transporturi Aeriene Roman-Societate

WHY WAIT!

When you can move your transatlantic
air cargo faster, more efficiently on
Seaboard's Super Constellation AIRTRADERS

**Mail and Cargo Flights
AROUND THE CLOCK**
to Europe with connections to East and Far East

Call your FREIGHT FORWARDER or
SEABOARD & WESTERN AIRLINES

Largest All-Cargo Transatlantic Airline

Idlewild International Airport, Jamaica 30, New York—Facility 2-8900

Atlanta
Chicago
Dallas
Los Angeles
New York (80 Broad St.)
Philadelphia
San Antonio
San Francisco
Washington, D. C.

POplar 7-0573
HArrison 7-4425
Fleetwood 7-9221
MAdison 4-7514
WHitehall 3-1500
RIttenhouse 6-1165
TAYlor 4-7236
PLaza 6-1243
REpublic 7-1430



SEABOARD & WESTERN

**LARGEST
ALL-CARGO
TRANSATLANTIC
AIRLINE**

Take-off place for a South American lift



- As near as your phone, there's an independent Cargo Sales Agent who knows the answers to any questions you have about an air cargo lift to South America's West Coast and Buenos Aires.
- You'll save time on paper work, money on packaging and can reserve space on any of Panagra's 15 flights a week—by calling the man who makes it his business to be up on every change in the shipping field. He knows customs regulations and the port of export to be used.
- No change of plane from New York to Buenos Aires over the routes of National, Pan American and Panagra. Free advice without obligation. Free list of Cargo Sales Agents in your area. Just send your name and address to Mr. Don A. Huff, Mgr. Cargo Sales, Dept. A2, Pan American-Grace Airways, Chrysler Building, New York 17, New York.

PANAGRA

WORLD'S FRIENDLIEST AIRLINE



Experience And Service Boost AEI

With reorganization out of the way, the New York-based air freight forwarder is prepared to meet the jet age for air cargo during the coming, 25th year.



CHESTER M. MAYER
President and board chairman



ALVIN B. BECK
Executive vice president



JOHN E. MUHLFELD
Vice president-sales



STANLEY D. VER NOOY
Vice president-traffic

By ALVIN B. BECK

NOT TOO MANY months from now, Air Express International Corp. will celebrate its silver anniversary. This fact establishes our organization as the oldest of its kind anywhere.

But AEI prefers not to rest its laurels on the pages of the calendar. It has survived two-and-a-half decades of vicissitudes in the air transportation industry, not to mention wars, emergency military airlifts, and Civil Aeronautics Board and International Air Transport Association decisions. This quarter of a century has given us two invaluable assets: (1) know-how and (2) a basic philosophy of service to the shipper, which is the life's blood of global business. We consider the two to be inseparable.

The value of know-how is relative. Experience can be wasted by perfunctory performance, or it can be a superb boon to the client through dynamic function. It is all in how accumulated experience is handled—the spirit in which it is translated into impeccable operation.

How do these two elements—know-how and service philosophy—work in combination? The experience provides a formidable array of skills and tools; the philosophy provides the coverage, breadth of imagination, and impetus towards success. Each element would fail without the other.

We are aware that there is some

talk in the air-shipping industry that Air Express International is wearing a "new face" these days. Frankly, we are pleased that our so-called new face is so evident that it is a subject of conversation. It is proof of the success of our current endeavors.

What AEI has achieved is a planned, step-by-step reorganization geared to the fast-neering era of daily international jet freight service to every world market. It was less a reorganization in the sense of shifting personnel than in placing added emphasis on certain aspects of sales, traffic, and operations, while de-emphasizing other facets.

Challenge Accepted

Bear in mind that jet transports provide the greatest single burst of added speed in the whole history of transportation—and when I say this, I am going all the way back to Biblical days when camel caravans crawled across the desert. The jet was a tremendous challenge which had to be met.

Like the pure jets which, after more than half a century of aviation, overnight nearly doubled the speed of the fastest piston-engine airliner, AEI has wrought a major change to keep pace with the big leap. This is the "new face" talked about.

In 1935, Air Express International Agency, sire of the AEI entities to fol-

low, grossed \$35,000. Last year gross billings were \$9,237,000. And the first half of 1959, with record billings at \$5,783,381, showed a resounding increase of 40.6% over the similar half of 1958. The upward trend continues.

This first-half record did not just happen. It was made to happen by team play.

Our first team consists of AEI's founder, Chester M. Mayer, president and chairman of the board; John E. Muhlfeld, vice president-sales; Stanley D. Ver Nooy, Jr., vice president-traffic; and myself.

In an organization of our size—we have more than 1,000 of our own personnel and agents assigned to AEI functions throughout the world—we have discovered that some decentralization is necessary to serve importers and exporters at top efficiency. Decentralization pointed up the need for sharper coordination; and this, in turn, focused our full attention and energies on teamwork.

In order to give the shipper the distinctive type and quality of service to which he is entitled, we knew that team play had to be achieved not only on the executive level but on the lower working levels as well. Delegation of various responsibilities almost immediately paid off in terms of stepped-up traffic.

At the
hauling o
system, el
AEI's com
industry
manager
(New York
Frank Ca
much to
Additional
into the
Hussey an
both veter
We know
picture of
lishes and
is only the
offer to h
prove with
definite an
freight in
and distrib
It is no
dustrial g
Ford, Wes
Cola, and
few names
daily ship
require a c
freight for
only is glo
portant, is
This is a
success. Lo
meaning to
to the inter
One of
consisted
ments com
ground ship
to Paris.
weighed on
325 pounds
individual sh
dated lot w
porters, the
broken, was
Dakar, Barc
burg, Oslo,
Centile, Lib
Douala. Ad
shipments' r
Paris office
ments for th
earliest fligh
these widel
representativ
empt the sh
clearance, an
Such an

ABOUT TH
Alvin B.
the air freig
ing his rele
War II. In
nicely he ha
senior vice
1958. In De

At the same time, a wholesale overhauling of the corporation's accounting system, effected under the guidance of AEI's comptroller, Nat Gilbert, set new industry standards. John S. Buckman, manager of our most active station (New York International Airport), and Frank Cassi, traffic coordinator, did much toward tightening operations. Additional executive talent was brought into the company, led by Arthur D. Hussey and Arthur D. Appleby, Jr., both veteran air cargo men.

We know that we live or die by the picture of us which the shipper establishes and retains in his mind. And it is only the quality of service which we offer to him that will enable us to prove without question that there is a definite and permanent place for air freight in normal international traffic and distribution.

It is no mere accident that such industrial giants as Eastman-Kodak, Ford, Westinghouse, Caterpillar, Pepsi Cola, and Charles Pfizer, to select a few names at random, are among our daily shippers. Their own operations require a cohesive, well-integrated air freight forwarding pattern that not only is global in scope, but, just as important, is global in concept.

This is an important key to our own success. Let me illustrate briefly its meaning to us and its inestimable value to the international shipper.

One of our daily consolidations consisted of 27 separate consignments combined into a single 785-pound shipment flown from New York to Paris. The smallest consignment weighed one pound, and the largest 328 pounds. While several of the individual shipments in that consolidated lot were destined to Paris importers, the balance, after bulk was broken, was onforwarded to Algiers, Dakar, Barcelona, Casablanca, Nuremberg, Oslo, Teheran, Bangui, Port Gentile, Libreville, Pointe Noire, and Douala. Advised in advance of the shipments' respective destinations, our Paris office had made prior arrangements for their onforwarding by the earliest flights. And hours later, at all these widely separated points, our representatives were on hand to accept the shipments, speed customs clearance, and effect final delivery.

Such an operation—and it is a

routine one for us—demands a tight rein on the air freight all along the way, from destination to break-bulk point to ultimate destinations. When we sell speed, we ourselves must perform with dispatch and precision.

One of our greatest assets in this process is our insistence on employing nationals in each of our foreign branch offices, from manager down to clerk. Who, for example, knows more about French regulations, French taboos, French customs, and the easiest way to deal with a French businessman, than a Frenchman himself? And so it holds true around the world.

False Assumptions

In some quarters there is a misconception—and I am afraid that it has been aided and abetted by some who stand to gain from propagating it—that consolidations move more slowly than single shipments; that consolidators of air freight withhold emplaning their shipments until a certain volume has been attained. This is simply not true. No reputable consolidator will stoop to this practice for the single reason that it is self-defeating. I might add that a survey made by a leading farm-implement manufacturer some time ago showed that the average elapsed time of an AEI-handled international shipment of its products, from source to ultimate destination, was less than 3 days.

Personalized service also means fluidity of operation to adjust with the unique requirements of a specific commodity. There are many different commodities which can be handled and processed in a similar manner. But there also are many commodities which require custom-tailored handling if they are to be delivered speedily and without damage. A narrow, rigid operational system cannot work effectively with a wide range of commodities.

We have noted a definite trend on the part of the shipping public not to be lulled into accepting an air freight forwarding firm on the basis of low "competitive" rates. To borrow an apt phrase from the late Secretary of State, shippers have made an "agonizing appraisal" of comparative rates and have decided that a lower rate often can turn out to be considerably

higher. The difference lies in the lower standard of service which necessarily must apply to the lower rate. I will say quite candidly that our own firm had to face up to the same problem, and we have decided that in the long run the shipper will pin his faith and traffic on the company holding forth the best service at reasonable rates.

That this principle is paying off for us is evident from our traffic statistics. In contrast to the January-June, 1958 period when AEI handled 1,118,601 pounds of consolidated exports and imports, the comparable half of 1959 produced a 39.9% increase to 1,565,923 pounds of consolidations.

Earlier in this article I reported a spectacular increase in our gross billings for the first half of this year. This was not accomplished without an extra push in promotion and salesmanship, which increased our expenses by 7.9%. However, for every additional dollar spent, approximately \$30 in gross billings were returned to the company.

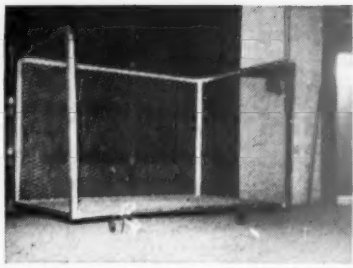
We are expanding at a steady, methodical pace. At last count, AEI was offering air freight service to more than 350 cities of the world, from Aalborg to Zanzibar. Identical standards of service apply to all our branch offices and agencies. To keep these standards high, we currently are in the process of appointing national managers who will supervise all AEI activities within his country and will maintain liaison with shippers. In Western Europe, the well-known ex-KLM veteran, M. E. A. L. de Jong, directs all our activities on the Continent. He is located in Amsterdam.

I think it is safe to state that the story of AEI is, to a major degree, the story of air freight itself. We may seem to be moving simultaneously in many directions, but actually it is all within the scope of expanding air freight operations. Our exclusive arrangement with Neptune Worldwide Moving for the global airlifting of household goods and our new Memorandum Tariffs for small-package international shippers are but two recent examples of our unceasing efforts to bring the air freight industry to its majority.

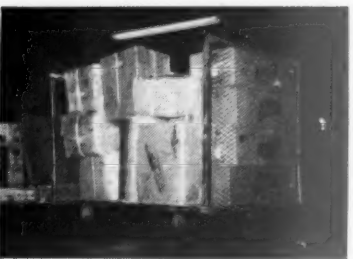
We started serving air shippers when the Zeppelins and Sikorsky flying boats were in vogue. Since then we have forwarded consignments by all forms of aircraft to the point where today AEI is the largest forwarder of trans-Atlantic jet freight. Several weeks ago Lockheed announced that by 1965 it can build and have certificated a 2200-mile-an-hour airliner. When that day arrives, we will be ready for it. We will be ready for it because our management team is continually blueprinting the future for the international shipper.

ABOUT THE AUTHOR

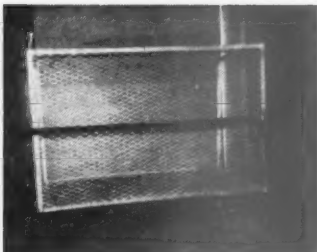
Aloin B. Beck, executive v.p. of Air Express International, started in the air freight business with his own air freight forwarding concern following his release from the Air Transport Command at the close of World War II. In 1949, Beck joined AEI as New York district manager. Successively he has been vice president, export-vice president, and development-senior vice president. He was elected to his present position in January 1958. In December of '58, Beck was elected a director of AEI.



Front views of the pallet basket on the terminal floor. Note that the forward uprights are beginning to spread apart at the top.



Spread around the terminal floor, the pallet baskets serve as sorting bins.



Inside the truck, pallets are tied down, closed side toward the truck opening.

Make It Simple, Give Whe

E. B. Poorman's do-it-yourself has

wheeled pallet-basket which combines

to speed the air freight cartage

UNITIZATION, properly applied, promises rich rewards to firms concerned with small package traffic. By making big ones out of little ones, combining many small items into a single unit, handling time can be reduced—simply by reducing the number of handlings.

At Miami, a kind of a pallet-basket has been developed to solve the handling problems of a great amount of small shipment freight spread over a wide area. Miami International Airport is one of the busiest airports in the world in terms of air freight handled.

Cartage for much of this air freight is provided by Air Freight Transfer Co., cartage contractor for the scheduled airlines in the Miami area. Under Edwin B. Poorman, the company's president, pickup and delivery service is performed for airlines scattered over some ten miles on and around the airport.

According to Poorman, airline air freight stations were so scattered that the need for bulk transfers of freight between the airlines and the cartage concern was imperative. The former direct operation, in which each truck picked up its own route freight from each airline, had become too time-wasting.

The solution was a pallet-basket.

In Poorman's words: "Our idea for these baskets developed from the use of a somewhat similar container by National and Delta Air Lines for inter-line transfers.

"For some time, these airlines have used regular 4 foot by 6 foot wood pallets with three sides of mesh wire affixed to upright pipes. These mesh-sided pallets had no wheels. In our transfer to airlines, we used a truck with two sets of roller conveyors fastened to the floor. This enabled us to push the pallets into the truck and to pull them out for delivery, all by

hand. Our experience with these modified pallets was satisfactory. When Air Freight Transfer went into a terminal operation last May, we sought a similar type of unitizing device.

"As we searched, we re-examined the basic idea. We found flaws in the basket on a pallet or skid for our operation. For one thing, equipping trucks with roller conveyors was too costly and it freezes the equipment—preventing the use of substitute vehicles. Also, the use of skid pallets requires a fork lift or hand pallet lift to move the pallets around on the terminal floor. It seemed to suit our purpose more to put the wheels on the pallets so that they could be pushed in and out of any vehicle and moved around our terminal (or airline air freight depot) by man power. We used four steel wheels."

To secure the wheeled pallets in a truck, or trailer, against rolling and damaging freight when the truck got underway, Poorman equipped the two rear wheels of each basket with brakes. The trucks were equipped with a strap tie-down system. After three months' experience, Poorman learned that the brakes were unnecessary. Drivers did not use the brakes. Furthermore, within the three months, most of the brakes had been knocked off by fork lifts.

The tie-down system worked fine. As installed, the straps hold the baskets firmly, in many different arrangements.

Poorman's pallet-baskets were made by a local engineering firm, at a cost of \$105 apiece, not including painting. An angle iron frame ($\frac{3}{8}$ " x $1\frac{1}{2}$ "— $1\frac{1}{2}$ " on each side) supports a 4' x 6' sheet of $\frac{3}{4}$ " plywood. The plywood sheet is set inside the angle iron frame. On the underside of the frame, two 4" x $\frac{1}{4}$ " steel straps are welded from front (open side) to back to provide additional strength and to provide a base

for the wh
the straps.

At the
frame, 48-
angle iron
are tied to
sides and
iron cross b
are closed
the upright
front side

The oper
stacked hig
up to the h

The four
from each
since for th
two rear
equipped w
wheels (at
Each bask
is rated at

Poorman's
states: (1) th
be of heav
some fashio
front uprig
outward; (2)
marine plyw
(some airlin
outside); the
is a shade t
thickness of
are 4' $\frac{3}{8}$ "
enough over

not fit in th
Poorman ca
baskets into

The strap
General Lo
Aeroquip Co
vides a trac
of the truck
secured in t
allowing the
in any posi
straps are 1
\$18.00 apiec
have a tigh

ve Wheels, Use It Often

it-yourself has produced a low-cost,

combination with materials handling

at Miami International Airport.

for the wheels. The floor is bolted to the straps.

At the corners of the angle iron frame, 48-inch uprights of the same angle iron are welded. The uprights are tied together at the top on two sides and across the back with angle iron cross bars. The two sides and back are closed with metal mesh welded to the uprights, crossbars, and base. The front side and the top are open.

The open top permits freight to be stacked higher than the basket sides—up to the height of the truck opening.

The four steel wheels are set in 14" from each side to leave a 39½" clearance for the forks of a fork lift. The two rear wheels swivel and are equipped with brakes. The two front wheels (at the open end) are fixed. Each basket weighs 195 pounds and is rated at 2500 pounds capacity.

Poorman's experience so far indicates: (1) that the front uprights could be of heavier angle iron or braced in some fashion—on some baskets the front uprights have tended to spread outward; (2) the floor should be of marine plywood to withstand weather (some airlines leave the pallet-baskets outside); the 4' x 6' plywood platform is a shade too large. With the added thickness of the angle iron, the baskets are 4' ¾" from front to rear—just enough oversize that eight baskets will not fit in the standard size 32' trailer. Poorman can only get seven pallet baskets into his trailer.

The strap tie-down system, made by General Logistics, a division of the Aeroquip Corp., Pasadena, Calif. provides a track riveted along both sides of the truck body. Strap ends may be secured in the track at 3" intervals—allowing the pallet baskets to be held in any position in the vehicle. The straps are 16' long and cost about \$18.00 apiece. They are made of nylon, have a tightening buckle, and are

capable of holding 4000 pounds. The track costs about 79¢ per foot.

One strap will secure two or three baskets. In Poorman's operation, he usually straps the last basket for each airline stop. The 16' length permits a basket to be strapped sideways so that the trailer has room for long or non-basket type cargo. It is also possible to strap baskets both front and rear so that floor freight can be loaded ahead and behind the baskets.

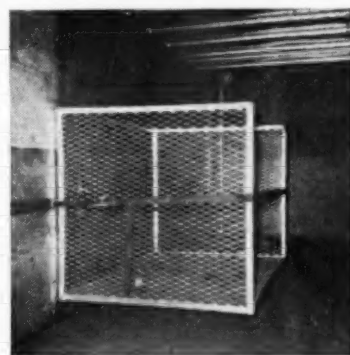
Fully loaded baskets can be moved easily, usually by only one man. Over a dock board with a five inch rise between trailer and dock, a fully loaded basket needs, at most, two men. At ground level freight stations, the baskets are handled to or from trucks with fork lifts. Once in the truck, the baskets are moved around by the driver.

As employed in Miami, baskets are left at night at the stations of the various airlines for preloading for morning pickups. Deliveries at night are made in baskets to the airlines. In both cases, the transfer of shipments are made on bulk receipts.

Some times, Poorman has to shuffle empty pallet baskets from one point to another to maintain proper distribution. Unless an airline has sufficient baskets on hand to permit pre-sorting, much of the value (gained from reduced handling) is lost. Because of traffic flow, this has not been a serious problem.

Some pre-sorting is also done by the drivers during the pick-up operation. With baskets strapped sideways in the truck, a driver may walk along inside the trailer depositing shipment in the proper basket.

Poorman reports that the airlines, as well as his company, are pleased with the results of the pallet baskets which have cut the time involved in handling shipments.



Secured sideways in the truck, the pallet basket leaves room for floor freight.



The tiedown track and tightening buckle. The track is riveted to the side of the vehicle. Rivets run through the body ribs as well as the plywood siding.



At ground level stations, fork lifts set the pallet baskets onto the truck floor.

CAB

S&W Eyes Pacific Routes Submits Plan to CAB

Seaboard & Western Airlines is making a strong pitch for transpacific routes. In a plan submitted to Civil Aeronautics Board, the airline forecasts a 69% reduction in transpacific air freight rates if direct turboprop service to the Far East and South Pacific is approved.

The Seaboard plan was disclosed by the airline's president Raymond A. Norden who submitted a proposal for 25 round trip all-cargo flights weekly on three separate transpacific routes.

Specifically, the S&W president called for one-stop direct service from New York to Tokyo via Anchorage and for direct service to the Orient and Australia from Boston, Philadelphia, Baltimore, Washington, Chicago, Detroit, Cleveland, San Diego, Los Angeles, Burbank, San Francisco, Oak-

land, Portland, Seattle and Tacoma.

Service would be provided with 15 Canadair CL-44 turboprop aircraft. These would be backed up by a fleet of seven Lockheed Super Constellation freighters which would provide additional intra-pacific service between Tokyo, Seoul, Taiwan, Hong Kong, Rangoon, Saigon, Bombay, Calcutta and Karachi.

S&W is proposing an average freight rate of 12¢ a ton mile compared with a present average rate of 39.14¢ a ton mile. The carrier estimates that such a rate will generate 425 million ton miles of freight traffic during the first year of transpacific service.

Norden told the Board that "the Pacific area has been sadly neglected with respect to all-cargo service. On the other hand, Norden said, "transatlantic

traffic has been built up rapidly and has helped substantially in the development of trade between the United States and Western Europe."

The S&W plan was submitted to support the airline's application in the Trans-Pacific Route Case which is tentatively scheduled for hearing this month.

New Air Express Agreement Filed With Board

The new five year air express agreement filed with Civil Aeronautics Board last month was expected to gain the Agency's blessings. In contrast to previous agreements, details bear out the favorable terms afforded the airlines.

Under the joint committee system the air carriers and the Railway Express Agency each have one vote. Co-chairman will be elected annually with one chairman being elected by the airlines and one by representatives of the express company. Any revision of the air express service requires the unanimous vote of the co-chairman.

Revenues will be split 50-50 between REA and the airlines. However, certain costs will be deducted from income. For instance, each month one-twelfth of the annual advertising budget

Fastest freight service across Canada...



CANADIAN PACIFIC JET-PROP BRITANNIA



This 90 ton jet-prop aircraft flies at 400-plus miles per hour with capacity for 8,000 lbs. of cargo on every flight. Fastest daily service across Canada between Montreal, Toronto, Winnipeg and Vancouver. Canadian Pacific Britannia flights across Canada are your fastest, and most direct method of delivering your shipments.

Connections to the Orient by jet-prop — C.P.A.'s fast, jet-prop Britannia speeds your freight from Vancouver to Tokyo — and Hong Kong via the shorter North Pacific route.

TO THE SOUTH PACIFIC

Fast, regular C.P.A. flights leave Vancouver for the Fiji Islands, Australia and New Zealand. In all cases the one carrier is used, speeding your shipments straight to the point.

TO EUROPE VIA THE POLAR OR SOUTHERN ROUTES

C.P.A. Polar Route flights are fast, in either direction between Europe and Vancouver. The Southern Route from Montreal serves Lisbon and Madrid.

Canadian Pacific AIRLINES

For full schedule information, consult your Cargo Agent or any Canadian Pacific office.

WINGS OF THE WORLD'S GREATEST TRAVEL SYSTEM

will be set aside to be disbursed by REA. Any advertising funds remaining would then be divided equally between the two parties.

With a guaranteed profit assured in previous contracts, a cost-plus arrangement, REA had little incentive to engage in such traffic generating activities as advertising and sales promotion. The organization simply lopped off a percentage of expenses for profit.

In the case of points not served by the airlines, but which have published air express rates, the express company will retain 75% of the surface rate for transportation to the nearest airport.

Bookkeeping matters will be largely handled by REA. The company will provide all air express accounting, billing and collection of air express revenues and at the same time investigate and handle all claims.

The question of rate increases is a two-way street. Any proposal by one of the parties to increase rates would be considered by the joint committee. If either of the two participants goes it alone and proves to CAB the need of a rate increase to defray expenses, the proven expenses would be deducted before the 50-50 split takes place.

The agreement is slated to run until July 31, 1964. Both parties, however, may kill the pact by serving notice of intention with the other party at least six months before the proposed cut-off date.

Airline spokesmen paid high tribute to REA's new president, William B. Johnson, who had to engineer a complete reorganization of his company before the new agreement could be finalized.

American Awarded Nonstop In N.Y.-San Francisco Case

Additional direct service for the New York-San Francisco shipper should result from Civil Aeronautics Board's decision to give American Airlines non-stop authority in that market. At present, AA serves the two points with a mandatory stop in Chicago. But on November 1, the carrier will implement the Board decision with two daily Boeing 707 roundtrips.

American was selected to provide the San Francisco-New York nonstop service in lieu of Northwest Airlines because the Board felt that AA is and has been a substantial participant in the market with an established identity while NWA has never been certificated to serve San Francisco. The Board added that American or Northwest could serve the market equally well but the new service would integrate to a greater extent with AA's system. By confirming its previous press

AIR CARRIER, OCTOBER, 1959



Air France Flies Ford Parts to a Persian Market!

One of America's hardest working "good will" ambassadors is the rugged Ford truck. You see it everywhere—even in such an unlikely spot as the market place in far-off Teheran, capital of Iran, which was once ancient Persia. Equally familiar is Ford's reputation for immediate availability of parts all over the world.

How can Ford support such a huge supply network? Long ago they learned that Air France's air freight service is one way to insure immediate delivery and cut costly warehousing. That's why Ford frequently specifies Air France for shipments of parts almost anywhere in the world. Why not follow Ford's example. Air France flies cargo to more cities in more countries than any other airline.

AIR FRANCE
WORLD'S LARGEST AIRLINE

release decision, CAB upheld the initial decision of examiner Walter W. Bryan who felt that service in the nonstop market by United and Trans World airlines had not matched the economic growth or traffic needs.

WCA Gains Route Extensions In Supplemental Opinions

West Coast Airlines has received two new route extensions as a result of supplemental opinions by Civil Aeronautics Board in the Pacific Northwest Local Service Case and the Montana Local Service Case.

In the Pacific Northwest Case, WCA was extended over a route segment between the terminal Seattle, Wash., and the terminal Bellingham, Wash., via the intermediate point Whidbey Island, Wash. The order terminated United Air Lines' authority to serve Bellingham.

The Montana case opinion authorizes West Coast to operate on a new segment between the coterminals Spokane, Wash., and Coeur d'Alene, Idaho, and the terminal Great Falls,

Mont., via the intermediate points Kalispell and Cut Bank/Shelby, Mont. The award is permanent.

The opinion also suspends authority of Northwest Airlines to serve Kalispell and that of Western Air Lines to serve Cut Bank/Shelby. Both carriers had urged the suspension.

P.O., CAB Explore Ways For Volume Mail Movement

Civil Aeronautics Board and the Post Office Department are ironing out procedures for the movement of non-priority mail by air. Talks are aimed at facilitating early use of airlines for movement of the non-priority mail which previously has been carried on an experimental basis only.

The consultations follow the finding of the Senate Post Office Committee that the Postmaster General at present has the authority to use air transportation for all classes of mail at rates fixed by CAB. In approving legislation giving the Postmaster General authority to enter into mail contracts with airlines, the committee said a restatement of the present law is not required to

give him authority.

No estimate is available as to when airlines could actually begin carrying the mail and timing will depend somewhat on the meetings, facilities and tonnage of mail available for the Christmas season. Since the Postmaster General has the authority to fly the mail and CAB has the authority to fix rates, there is no lengthy delay expected.

The Board feels that in view of the Senate Post Office Committee's report, "it appears desirable to take immediate action looking towards the establishment of rates for the (air) transportation of mail other than airmail and parcel post." The Board added it is eager that such rates be established as quickly as possible in order to put the Postmaster General in a position to move such mail by air whenever he believes such movement will benefit the postal service."

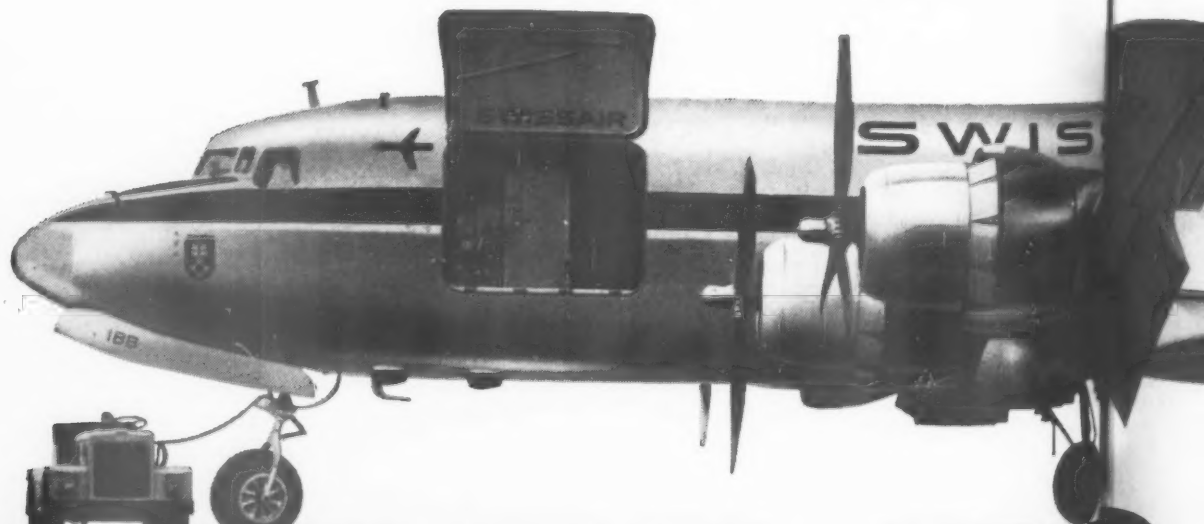
On-forwarding Power Granted Air Carriers

Civil Aeronautics Board has empowered airlines and forwarders to on-

SWISSAIR & V

Two all-cargo flights every week to anywhere in Europe and beyond

CALL YOUR FREIGHT FORWARDER OR SWISSAIR • OFFICES IN NEW YORK • CHICAGO • SAN FRANCISCO • LOS ANGELES • CLEVELAND



TUESDAY

forward parts of a shipment accepted as a distribution shipment. Under the Board's order, which made final earlier provisional findings, the carriers may accept at point of origin a shipment to destination point and there break bulk and deliver to any number of different consignees who may provide continuing transportation.

The new order, slated to become effective October 9, makes it clear that foreign as well as domestic shipments are covered by the on-forwarding provision, provided the shippers identify to the carrier the foreign portions of a distribution shipment. The identity requirement was adopted by the Board to clarify the question of liability.

The Post Office Department, at the request of United Air Lines, was specifically named as an appropriate consignee of distribution shipments for the purpose of on-forwarding.

Hearing Dates Settled In Domestic Cargo Case

Civil Aeronautics Board kicked off the Domestic Cargo-Mail Service Case with field hearings in San Francisco on the 28th of September in the Federal

Office Building, Civic Center. Next stop, after conclusion of the San Francisco session, will be Los Angeles, Room 810, United States Post Office and Court House Building. Hearings in the two cities are expected to run two or three days.

After a short break, hearings will reconvene to some point in the Midwest (Chicago is a strong possibility) on Monday, October 5. At the conclusion, the hearing will adjourn to Miami to reconvene on October 12. Next move is to Atlanta the following day, and then on to New York for an October 19 meeting.

The field hearings will be limited to civic witnesses and present or potential users of air cargo. Airline parties will present their cases beginning October 26 in Washington.

As a result of Board decisions in various local service cases, United Air Lines has been terminated at North Platte, Scottsbluff and Grand Island, Neb. and suspended at Iowa City, Iowa.

Trans Caribbean Airways has been refused authority to provide service be-

tween San Juan, Puerto Rico and Aruba, Netherlands Antilles.

Western Air Lines' service has been terminated at Jackson, Wyo. and Logan and Ogden, Utah and suspended at Lewistown, Mont. Action was taken in accordance with the Board's decision in the Montana Local Service Case.

CAB CALENDAR

OCTOBER

- Oct. 6—Aerolineas Peruanas Peru-Miami; Peru-Los Angeles, hearing, tentative (Docket 8955).
- Oct. 6—Pittsburgh - Syracuse Case, hearing, Washington, D.C. (Docket 7263).
- Oct. 12—American Shippers, Inc. Enforcement Proceeding, hearing, Washington, D.C. (Docket 8748).
- Oct. 26—Trans-Pacific Route Case, hearing, tentative (Docket 7723 et al).

NOVEMBER

- Nov. 16—Pan American World Airways Reopened Mail Rate Case, hearing, tentative (Docket 1706-A).

SWISSCARE

weekly cargo service every day
beyond all the way to Tokyo

60 • SAN FRANCISCO • CLEVELAND • PHILADELPHIA • ATLANTA • DALLAS • WASHINGTON • TORONTO



FRIDAY

AIR CARGO OCTOBER, 1959

PEOPLE

Air-Land Freight Consolidators, San Francisco based forwarder, has appointed **Bernard Frank Fernandes** as general sales manager and **George A. Fellner**, sales representative.

Roger D. Nordell, specialist for Air France in cargo sales and airline passenger development, will head up the airline's new Newark, N.J. office as

district sales manager. The office is located at 10 Commerce Court.

L. R. (Mike) Hackney, long associated with air cargo developments in the U.S., has resigned as chief engineer, research and development, Air Logistics Corp. to open a new air cargo engineering concern specializing in technical development, logistics, eco-

nomics and marketing. The firm, Hackney-Airlift Associates, Inc., will headquarter at 8966 Huntington Drive, San Gabriel, Calif.

Associated with Hackney in the new firm is **Eric Kay Holdsworth**, vice president, operation, formerly of Air Logistics and Air India International. Washington representative for the concern is **M. D. (Yank) Spaulding, Jr.**



HACKNEY



SPRINGER

Guy M. Springer has resigned from Capital Airlines to join Air Cargo, Inc. as a replacement for **Robert W. Hopes**, ACI's former vice president and director of cartage services. Springer was formerly director of sales for Capital Airlines. ACI's executive committee of the board of directors has asked that the board elect Springer a vice president at its next meeting.

A. S. Hardin has been appointed Fort Worth representative by Air Express International Corp. Hardin is a veteran of four decades of service with Railway Express Agency in Fort Worth and Dallas.

George L. Giles has resigned as president of Riddle Airlines. Upon accepting his resignation, the airline's board of directors announced that **Edward T. Thompson, Jr.**, senior vice president has been placed in charge until a new president is elected.

National Airlines has named **Harold E. Jones** manager of cargo claims in Miami. Jones has 12 years experience with National, having served in the cargo sales department in various capacities prior to this new appointment. Also in Miami NAL appointed **John H. Behrens** cargo sales representative.

Joe Hikade is a new addition to the cargo sales staff of Japan Airlines in Los Angeles. Prior to joining JAL, he spent eleven years with Railway Express Agency, one with BOM and three with Seaboard & Western Airlines.

John Sinaguglia is heading up Lufthansa's new West Coast cargo sales office in Los Angeles.

J. V. Ruy Barbosa has been named regional sales manager for REAL B...

NORTH CENTRAL AIRLINES

AIR FREIGHT SERVICE



Fast, frequent, daily scheduled air freight service from 68 key cities in nine north central states to any world destination.

For rates and complete information call North Central Airlines in your city or write North Central Airlines, 6201 34th South, Minneapolis 50, Minn.

SERVING:

- MINNESOTA
- WISCONSIN
- MICHIGAN
- ILLINOIS
- INDIANA
- IOWA
- NORTH DAKOTA
- SOUTH DAKOTA
- NEBRASKA

NORTH CENTRAL AIRLINES

America's Leading Local Airline



...m, Hack...
...will head...
...n Drive...
...the new...
...vice presi...
...Air Lo...
...international...
...the con...
...ng, Jr.

...ian Airlines for the West Coast. His territory will include 10 Western states, Hawaii and Alaska. REAL has also appointed Maurice Ellis as New York district sales manager. Ellis will cover states in the Northeast, including New York.

The appointments of Michael J. Martinez as manager-Barbados, and of John A. H. Kinch as sales manager for the Caribbean area, has been announced by British West Indian Airways. Martinez has been secretary of the board of BWIA since 1954.

British Overseas Airways Corp. has appointed two new resident sales representatives, Peter E. Holmes in Cincinnati and John H. Spencer in Denver.

ASA International Airlines has advanced William M. Dunn, Jr. to the vice president and general manager's slot. Dunn was formerly vice president of sales and traffic, having risen from positions of station manager and director of traffic. A company announcement said Dunn's new position "places him in direct charge of the company's multi-million dollar air cargo business."

...appointed...
...y Air E...
...ardin is...
...service will...
...ort Wor...

...signed...
...Upon...
...e airline...
...d that Ed...
...enior vice...
...in charge...
...ected.

...ned Ham...
...claims...
...experienced...
...ed in the...
...various...
...pointment...
...inted John...
...representative...

...ddition...
...Japan...
...to joining...
...with Rail...
...with BOA...
...k Western...

...g up...
...cargo...
...een named...
...REAL...
...Co.

...AIR CARGO...

DUNN

DIGGELMAN

Henry Diggelman has been appointed New York district cargo sales manager for Swissair. Before joining Swissair, Diggelman had served as manager air freight traffic & sales for Ultra-Mar Shipping Corp., a New York based international freight forwarder.

Robert F. Moody has been appointed general sales manager of Hyndman Company's industrial truck division.

Western Air Lines has named former Minneapolis sales representative, John K. Bloomer as district sales manager in Salt Lake City. Bloomer began his airline career with Braniff International Airways and joined WAL in 1954.

Donald Geary has been appointed Eastern regional manager of American Shippers, Inc., replacing Sidney Kreps, resigned. Kreps was recently appointed executive director of ABC Air Freight REAL Co.

William J. Mitchell has been elected vice president of the Air Traffic Conference of America. Mitchell is vice president of traffic and sales for Bonanza Air Lines.

Robert L. Dazey has been named cargo and passenger sales representative for Trans World Airlines in Las Vegas. Dazey is the first sales representative to be appointed by TWA in Las Vegas.

Warren E. Kraemer, vice president traffic and sales for Scandinavian Airlines System, is holding down two new posts for the carrier. Kraemer has been

appointed assistant to the president and chief executive in charge of the sales department. His appointment as assistant to the president is temporary.

At the same time, Karl A. Kristiansen was named acting general manager of sales and will report to Kraemer.

John R. Barch, assistant to the senior vice president sales, has been elected vice president industry sales affairs for Trans World Airlines. He will represent TWA from a sales standpoint in International Air Transport Association, Air Traffic Conference and other similar groups.



SPECIFY

BRANIFF AIR FREIGHT

for speed, economy and reliability

Braniff Air Freight saves you money and solves your distribution problems . . .

- ✓ Opens new markets
- ✓ Reduces need for costly inventories
- ✓ Lowers distribution costs
- ✓ Helps meet peak demands
- ✓ Opens production bottle-necks
- ✓ Provides better customer service

Air Freight flies with passenger speed throughout the Americas by Braniff. On-time delivery to 51 cities in the U.S.A. and 10 in Latin America.

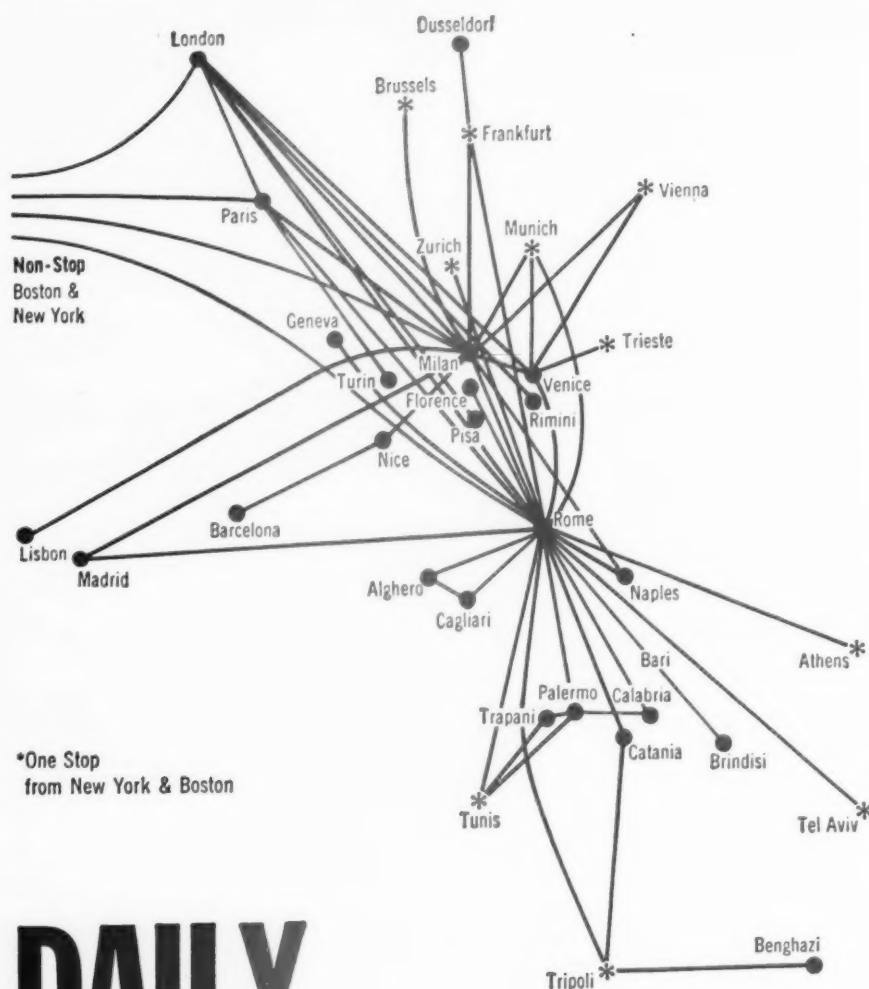
Get all the facts from your nearest Braniff office or airfreight forwarder. Or write . . .



BRANIFF *International* AIRWAYS

Cargo Manager • Box 35001 • Dallas 35, Texas

AIRFREIGHT SERVICE



DAILY TO ALL EUROPE!

Prompt freight delivery does not depend on plane speed alone. With ALITALIA you can be sure of fast handling on the ground as well. Four main ALITALIA arteries also provide you with one-carrier Air Cargo service between New York, Boston, and African, Middle and Far East cities.

ALITALIA

AIRLINES



For flight schedules and air cargo memorandum tariff, contact your local ALITALIA office. Or write ALITALIA Airfreight, 666 Fifth Avenue, New York 19, N. Y.

Carrier Routes

Northwest Airlines has increased transpacific air freighter frequency from two to five flights a week.

Westbound cargo flights leave New York at 10:00 p.m. daily except Wednesday and Sunday. En route stops are made at Detroit, Chicago, Seattle, Tacoma and Anchorage. Eastbound flights depart Tokyo at 10:30 p.m. daily except Wednesday and Saturday.

Northwest said the new frequencies would mean faster shipment of goods and will open market possibilities in the Orient for U.S. businessmen.

Meanwhile, NWA has started non-stop transcontinental Electra turboprop service between New York and Seattle/Tacoma, New York-Milwaukee-Minneapolis/St. Paul, and Chicago-Minneapolis/St. Paul.

British European Airways reports that air freight ton mileage flown during fiscal 1959 went up 17% on international routes and 15% on domestic routes.

Lufthansa has opened a West Coast cargo sales office in Los Angeles.

Delta Air Lines set an all-time company record for air freight volume in July totalling 4,725,669 pounds. Shipments were 37% over July 1958 and 7% over June this year. Upsurge was attributed to new DAL all-cargo service into large automobile manufacturing cities and the increase in the shipment of auto parts.

The Argentine airline Transcontinental, S.A., has ordered two Bristol 305-series Britannia turboprop aircraft for service on the New York-Buenos Aires run. Bristol officials said delivery of the planes will take place this fall.

Central Airlines has moved to new facilities at Amon Carter Field, Fort Worth, Texas. Telephone number AT 4-6741.

Mohawk Airlines intends to resume service at Tompkins County Airport, Ithaca, New York, on October 1.

Pan American, on October 25, will extend jet service to Frankfurt, Düsseldorf, Hamburg, Copenhagen, Amsterdam and Brussels.

The airline's new jet schedules call for 24 transatlantic roundtrip flights for 14 to London and northern European cities, and 10 to Paris, seven of which will continue to Rome.

Pan Am also announced that transpacific flights would be increased beginning in the summer.

gaining 1 weekly c the Wes each from cisco an

Qantas in baby of the ye more tha more tha correspon

About to the M to Noum points as Kong, Du Qantas chicks is ing, the a a contain units.

Trans V the Boein St. Louis service to flights lea at St. Lo Louis at

Angeles flights de p.m., arri and arrive times are l

Middle DC-3s wi the Beiru Viscount in each di

British November Super Co between S craft will

will cover hours. Als resume I turboprop operate tw with an in

Air Fran ing 707 se route in J line's 17 delivered carrier wil Angeles ro In the su troduced o Paris-Latin ings are a duced on summer.

increased frequency week. leave New York except Wed. stops at Seattle, Eastbourne, 3:30 p.m. Saturday, frequency of goods, abilities in men. started non-turboprop, New York and Milwaukee, Chicago. reports that on inter domestic. West Coast, Angeles. all time, right volume, 9 pounds, July 1951, r. Upsurge, all-cargo, mile man, ease in the Transcon, two Bristol, op aircraft, New York-Buenos Aires, id delivery, ce this fall, ed to New Field, F, number 1. to resume, ty Airport, ber 1. er 25, w, urt, Dussel, en, Amster, edules call, trip flight, a European, en of which, that trans, creased be

beginning October 15. There will be 16 weekly crossings of the Pacific between the West Coast and Hawaii, seven each from Los Angeles and San Francisco and two from Portland-Seattle.

Qantas reports a booming business in baby chicks. During the first half of the year, the Australian carrier flew more than 170,000 chicks abroad—more than double the number for the corresponding period last year.

About 100,000 of the chicks went to the Malaya area and 46,000 went to Noumea. The rest went to such points as Mauritius, Ceylon, Hong Kong, Dutch New Guinea and Fiji.

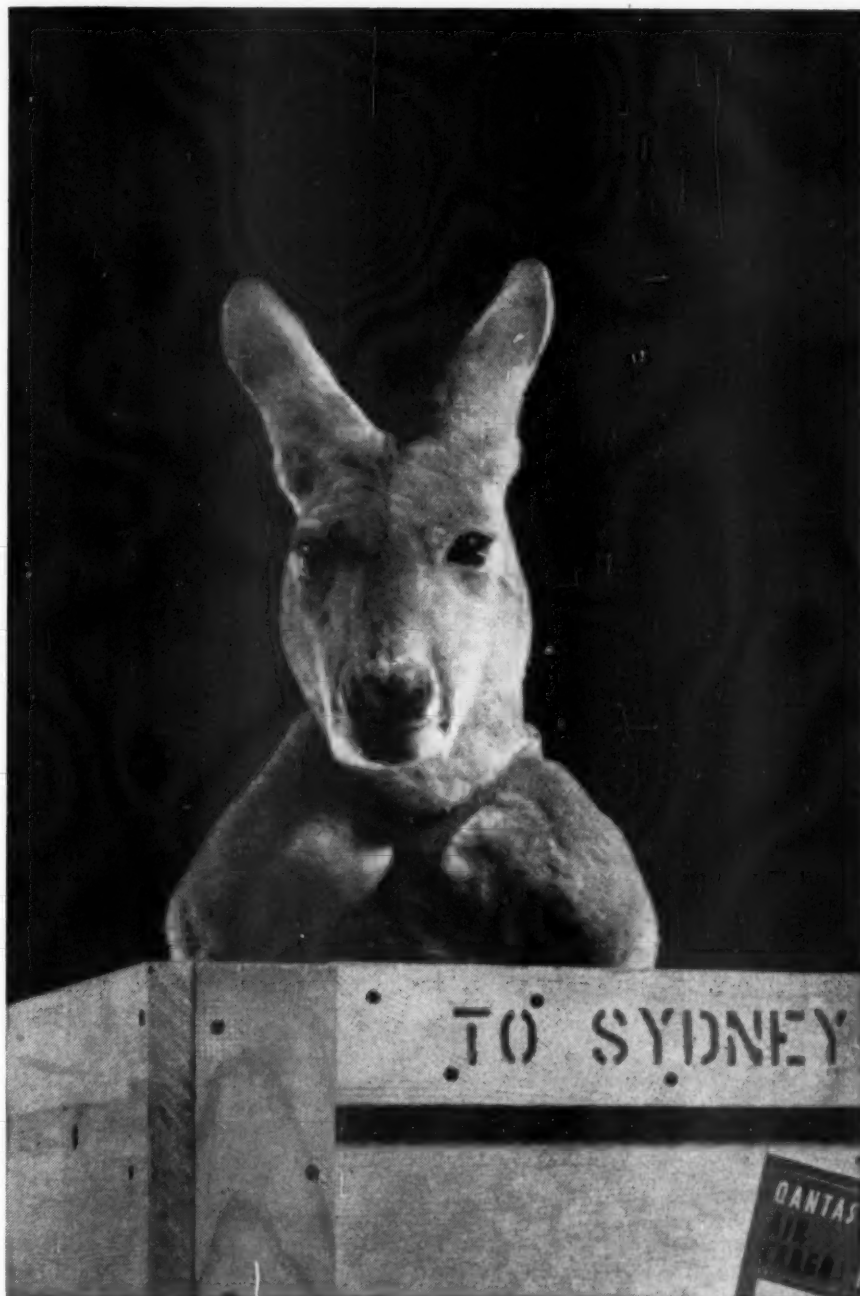
Qantas says the morality rate of the chicks is virtually nil. For air freighting, the airline packs the chicks 50 to a container, in especially designed units.

Trans World Airlines has scheduled the Boeing 707 between Miami and St. Louis with continuing through service to Los Angeles. Westbound flights leave Miami at 8:30 a.m., arrive at St. Louis at 11:05 a.m., leave St. Louis at 11:40 a.m. and arrive at Los Angeles at 12:20 p.m. Eastbound flights depart Los Angeles at 12:45 p.m., arrive at St. Louis at 7:55 p.m. and arrive at Miami at 10:05 p.m. All times are local.

Middle East Airlines has replaced DC-3s with turboprop Viscounts on the Beirut-Jerusalem route. The new Viscount service is four times weekly in each direction.

British Overseas Airways Corp., on November 3, will start an express Super Constellation all-cargo service between Sydney and London. The aircraft will have a 12 ton capacity and will cover the 12,000 miles in 58 hours. Also in November, BOAC will resume London-Israel service with turboprop Britannias. The aircraft will operate twice weekly in each direction with an intermediate stop at Geneva.

Air France is planning to begin Boeing 707 service on the Paris-New York route in January. The first of the airline's 17 Boeing 707s is due to be delivered this month. Next spring the carrier will open a Paris-Montreal-Los Angeles route, operated with the jets. In the summer, the jets will be introduced on the Paris-West Africa and Paris-Latin American routes. The Boeings are also scheduled to be introduced on the Paris-Tokyo run next summer.



Now you can ship 'most any kind of cargo to Australia nearly *twice* as fast as ever before! That's because Qantas (and only Qantas) flies the Pacific via mighty 707 Jet. And all it takes is 20½ lickety-split hours. (Piston-type planes chug along for nearly a day and a half.)

Want facts? Or space? Call Qantas or your cargo agent—and we'll jump!

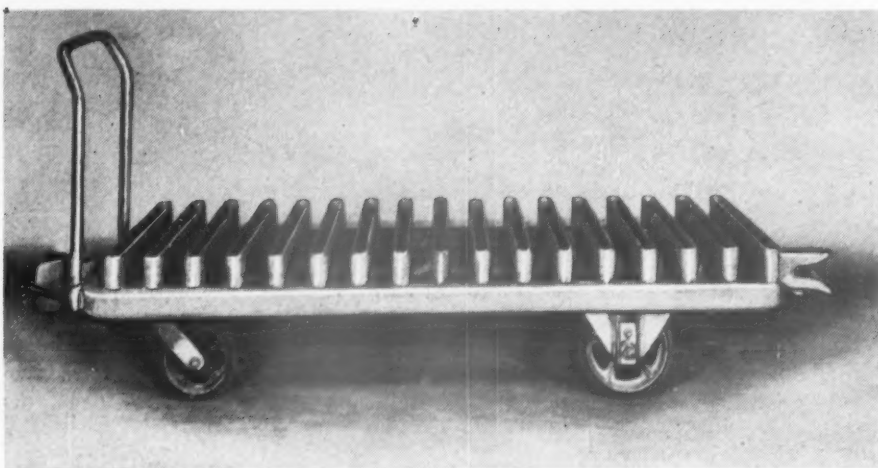
P.S. Our Jets leap to London, too.



QANTAS Australia's round-the-world luxury line

New York, San Francisco, Los Angeles, Honolulu, Vancouver (Also BOAC, general sales agents, in New York, Chicago, Washington, Detroit, Miami, Dallas, Philadelphia, Winnipeg, Montreal, Toronto)

New Products and Processes



Trailer Eliminates Use of Pallets

A trailer designed for handling items without the use of pallets has been developed by the Palmer-Shile Co. The trailer uses a ribbed deck, permitting fork lifts to enter at any point and shift stock around.

Handles for individual operations and hitching devices for use in trains

are a part of each trailer for versatility. The welded steel trailers are engineered and built to customer size and weight load capacities.

For further information, write Palmer-Shile Company, 15996 Fullerton, Dept. E, Detroit 27, Michigan.

Exhaust Brake Improves Truck Safety

A brake employing now-wasted exhaust gasses has been developed for use by many classes of prime movers, including trucks and materials handling equipment.

Experience with over the road truckers indicates that the exhaust brake does much to do away with the runaway vehicle that has lost its air brakes. For the truckers and for operators of other transports, the device promises to virtually eliminate deceleration troubles. It does this by braking with a force at least equalling engine power available for acceleration. The

exhaust brake neither relies on nor is influenced by any already installed braking system.

The brake is made of stainless steel to resist the heat normally found in internal combustion engines. Basically, this is a compression brake formed by a butterfly valve and shaft in a housing bolted directly to a stainless steel manifold outlet. The baffle, against which the valve closes to build up back pressure in the manifold is also stainless steel.

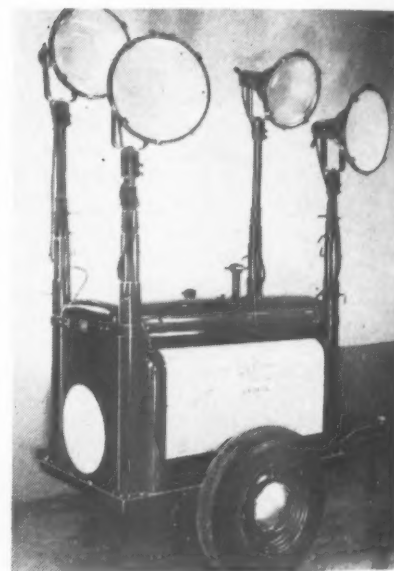
In addition to the safety factor, the brake reduces wear on regular brakes, prolonging their life. With the brakes ability to pressurize cylinders, engine temperatures are relatively constant,

reducing carbon deposits.

Additional information on the stainless steel exhaust brake may be obtained from C. B. Moore, G. M. Basford Company, 60 East 42nd Street, New York 17, N.Y.

Emergency Floodlighting From Self-contained Unit

A trailerized flood lighting unit that generates its own electric power has been placed on the market by Pacific Mercury. The unit, called the "Mobilite" is equipped with four floodlights. Each floodlight can be individually adjusted to any desired height, up to 15 feet. Lights pivot in a complete circle for maximum flexibility. The Mobilite unit develops 500,000 candlepower.



Generator capacity is 10,000 watts, and the unit has 10 extra outlets for operation of power tools or other equipment.

"CARIBE CARGO" delivers major NEW YORK newspapers daily to SAN JUAN, P.R. in time for early morning distribution!



Trans Caribbean Airways, in cooperation with Blaisdell & Coursey, Inc., leading newspaper distributors in Puerto Rico, expedites daily early morning deliveries of major New York papers to appear on the newsstands simultaneously with local papers. Trans Caribbean's "Caribe Cargo" service between New York and San Juan can make record deliveries of your cargo, too—more economically, more reliably—with personalized attention to all shipments, large or small. "Reserved" cargo space available on all flights. Call now for pick-up—Reservations or Information

"Caribe Cargo" Dept.

TRANS CARIBBEAN AIRWAYS

Remember! Interline connections available to Virgin Islands, the Caribbean and all the U.S.A.



NEW YORK Cargo Bldg. 84,
N. Y. International Airport, OLYMPIA 4-8080
SAN JUAN
P.R. International Airport, San Juan 9-0037

For further information, contact the firm's marketing division, 14052 Burbank Boulevard, Van Nuys, California.

No Pallets Necessary With Load-holding Truck

A new side-shifter and load-holding attachment developed by the Automatic Transportation Company eliminates the need for palletizing shipments. The company says that accurate spotting of loads on trailer floors or take-it-or-leave-it type pallets, for warehouse storage, is assured with this attachment which permits shifting the load 6 inches each side of center in addition to holding the load in place



while the truck backs away from the load. The truck automatically goes into reverse when the holding attachment is actuated, permitting fast, efficient handling.

For additional information, write the company, 149 West 87th Street, Chicago, Illinois, for the booklet—*Docker Facts and Factors*.

Walkie-Rider Convertible Truck

A Walkie type electric tractor which can also be used as a standup rider in-



ustrial truck has been introduced by the Barrett-Cravens Co. Identified as the Barrett TG-12, the device is suited especially for short runs and for use in confined areas where rapid movement of trailer loads is demanded. Free of

exhaust fumes, the truck satisfies requirements where air contamination is prohibited.

The unit is powered by a 12-volt battery, and has an ultimate drawbar pull of 550 pounds. Rolling capacity is 10,000 pounds. Weight of the unit is 910 pounds without battery.

Additional information may be obtained from Barrett-Cravens, 628 Dundee Road, Northbrook, Ill.

(When requesting information, please mention *Air Cargo Magazine* and *Official Guide*.)

TECHNICAL LITERATURE

Chemical Handling Bulletin

Monsanto Chemical Company's Inorganic Chemicals Division has recently published a comprehensive bulletin describing the safe handling of one of the most widely used chemicals—sulfur dioxide. The bulletin serves as a reference guide for transporting, storing, or using the chemical, and in addition describes the physical properties of liquid sulfur dioxide and contains a reference table of pressures of the chemical at given temperatures.

Copies of the bulletin, I-173, may be obtained by writing to the Inorganic Chemicals Division, Monsanto Chemical Company, 8000 North Lindbergh Blvd., St. Louis 66, Missouri.

Conveyor Bulletin Offered

An illustrated bulletin just published by the E. W. Buschman Co., fully describes the firm's new line of "L" series belt conveyors. Inclined and horizontal belt conveyors are shown, as well as gravity wheel feeder and single noseover with safety release roller. Dimensional diagrams are included to complete the specifications detailed.

Copies of the bulletin may be obtained from the firm at Clifton and Spring Grove Avenues, Cincinnati 32, Ohio.

NSTC Releases Booklet On Test Procedures

A new revised edition of National Safe Transit Committee, Inc.'s official test procedures booklet has recently been released. The booklet describes the procedures used in performing the NSTC—pre-shipment tests. The basic

test procedures described in Project 1—Procedure for Testing Packaged Products, weighing 100 pounds or over and in Project 1-A—Procedure for Testing Packaged Products, weighing under 100 pounds, remain substantially the same, with only certain revisions to reflect the present NSTC, Inc. identification and new requirements for certifications.

The committee has also released a new publication entitled "Certified Products Register," designed to give recognition to manufacturers whose products meet National Safe Transit Committee pre-shipment test requirements on a regular basis. Manufacturers certify that each product listed, when packaged for shipment, meets the pre-shipment test requirements and will be identified by a Safe Transit label. The new publication will be published on a quarterly basis.

Single copies of both brochures are available by writing National Safe Transit Committee, Inc., 1145 Nineteenth Street, N.W., Washington 6, D.C.

Gerlinger Booklet Treats Heavy Duty Fork Trucks

Gerlinger Carrier Company, a subsidiary of Townmotor Corporation of



**MEXICO'S
BEST-
CONNECTED**
AIR CARGO CARRIER
FROM THE U. S. A.!

VIA
LOS ANGELES • CHICAGO
SAN ANTONIO • HAVANA
SERVING 26 CITIES

See your Agent or nearest office of
PAN AMERICAN
Agents

This \$2.00 Book Can Help You Every Business Day of the Year



An official
publication
of the
Aerospace
Industries
Association

AVIATION FACTS AND FIGURES represents a compilation of facts gleaned from hundreds of sources in the world of aviation during the past year. Here are a few of the literally thousands of items of statistical information you will find in the 1959 Edition:

- The total value of aircraft and parts produced in the U. S. in 1958 (\$11,470-million).
- Federal expenditures for research and development in (1958: \$3,498-million; in 1940: \$74-million).
- Salaries and wages in the industry in 1958 (\$4,894-million).
- The total number of active civil aircraft in the U. S. in 1958 (67,153).
- Passengers carried by domestic scheduled airlines in 1958 (48,130,000).

148 pages
Illustrated
Dozens of Charts
\$2.00 postpaid

---USE THIS COUPON---

AMERICAN AVIATION PUBLICATIONS
1001 Vermont Avenue, N. W.
Washington 5, D. C.

Please send me _____ copies of the 1959
AVIATION FACTS AND FIGURES at
\$2.00 postpaid

Name _____

Address _____

City _____ Zone _____

State _____

Cleveland, has released a detailed booklet on materials handling equipment, relating to heavy-duty line of fork lift trucks. The manual includes outlines on heavy-duty industrial-type engines; stationary-type load axle; and cutting down on lift truck maintenance costs.

The booklet also describes power steering systems, adjustable fork carriage, shock-reducing universal joints and floating-type mast assembly. One section is devoted to a visual demonstration of the accessibility of lift truck components and to Gerlinger's nationwide maintenance facilities.

Copies may be obtained by writing Townmotor Corporation, Cleveland 10, Ohio.

Chemical Industry Book Off Press This Month

Manufacturing Chemists' Association's fourth edition of the Chemical Industry Facts Book comes off the press October 15. Designed to aid those requiring specific information on the chemical industry, the illustrated booklet contains material on almost every aspect of the field.

Single copy price is \$1.25. Orders are being accepted by the Manufacturing Chemists' Association, 1825 Connecticut Avenue, N.W., Washington 9, D.C.

Bulletin Compares New With Rebuilt Trucks

Should a company replace or rebuild a worn out industrial truck is the subject of an article appearing in the current issue of the external house organ of The Elwell-Parker Co. The five-page article provides complete figures covering the relative cost of operation and maintenance of both new and rebuilt models. Numerous charts and graphs are included.

Copies of the article may be obtained from Elwell-Parker, 4205 St. Clair Ave., Cleveland 3, Ohio.

Improved Fabrics Offered By Herculite

Herculite Protective Fabrics has recently published a new eight panel brochure for truck and fleet operators who use coverings or tarpaulins of any kind. The booklet gives facts about how savings can be effected through the use of two long lastings, extremely strong trucking fabrics developed by Herculite.

For free copies, write to Herculite Protective Fabrics, 125 Sussex Avenue, Newark 3, New Jersey.

Alitalia Memo Tariff

Alitalia has prepared an air cargo memorandum tariff and file folder to assist shippers in locating international rates. Copies may be obtained by contacting any Alitalia office or by writing to F. M. Turano, Cargo Sales Manager, Alitalia 666 Fifth Avenue, New York 19, N.Y.

ON THE DOCKET

OCTOBER

Packaging Specifications Conference
Purdue University, Lafayette, Ind.
October 5-6.

National Defense Transportation Association, Annual Meeting, Seattle Wash., October 11-14.

IATA 15th Annual General Meeting
Tokyo, October 12-16.

National Association of Postmasters of U.S., Statler Hotel, Washington D.C., October 25-30.

Delta Nu Alpha Transportation Fraternity, Annual Convention, Pittsburgh, Pa., October 30-November 1.

NOVEMBER

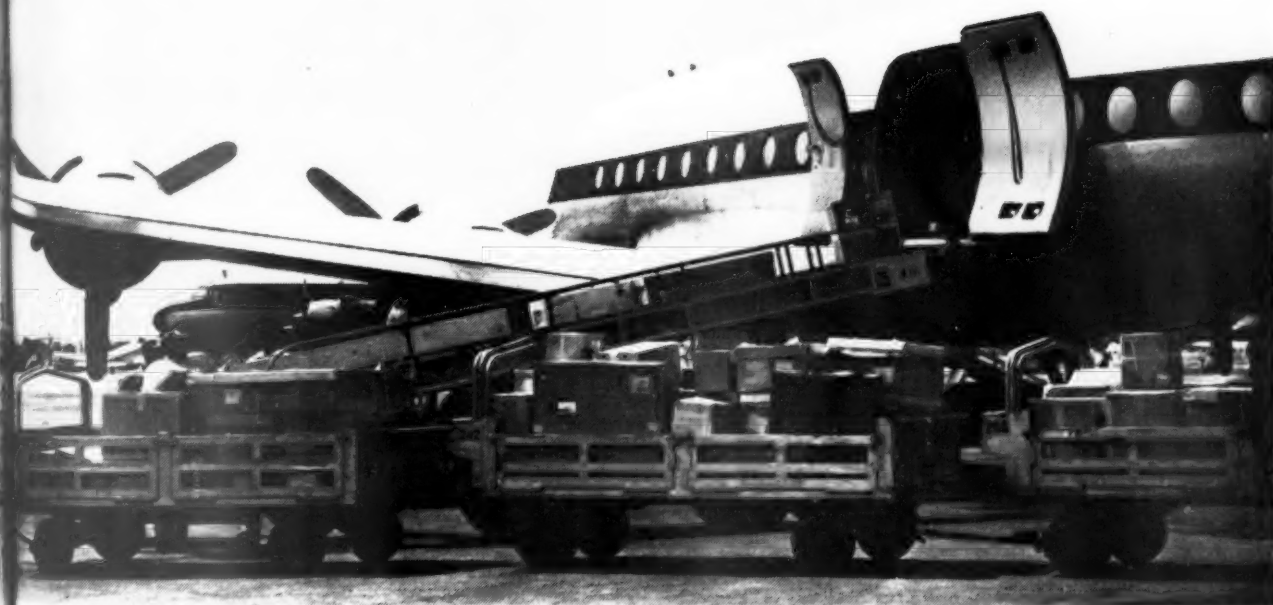
Thirteenth Air Transportation Institute
American University, Washington D.C., November 9-20.

ATC Fall Meeting, Olympic Hotel
Seattle, Wash., November 17-19

Advertiser's Index

Airborne Freight Corp.
Air France
Alitalia Airlines
Atlantic Transfer Co.
Braniff International Airways, Inc.
British Overseas Airways Corp. ..
Canadian Pacific Air Lines
Capital Airlines, Inc.
Continental Air Lines, Inc.
Flying Tiger Lines, Inc.
Hawker Siddeley Aviation Div.,
Sir W. G. Armstrong Whitworth
Aircraft, Ltd.
Irish Air Lines
Japan Air Lines Co., Ltd.
Lockheed Aircraft Corp.
Lufthansa-German Airlines
CMA-Mexicana de Aviacion ..
North Central Airlines
Pan American-Grace Airways, Inc.
Pan American World Airways, Inc.
Qantas Empire Airways, Ltd. ...
Riddle Airlines, Inc.
Seaboard & Western Airlines, Inc.
Swissair
Trans Caribbean Airways, Inc. ..
Trans World Airlines, Inc.
United Air Lines, Inc.

NOW! WEEKLY ALL-CARGO FLIGHTS TO JAPAN



NEW GUARANTEED SPACE VIA JAL COURIER CARGO

Japan Air Lines brings you big-door, big-lift ALL-CARGO Courier service between the U.S. and Japan. Weekly departures from San Francisco at 11 a.m. every Saturday...from Tokyo at 8 p.m. every Thursday. Reserve space in advance and guarantee delivery for even the biggest cargo (doors

will admit large crates through 95" x 67" opening!).

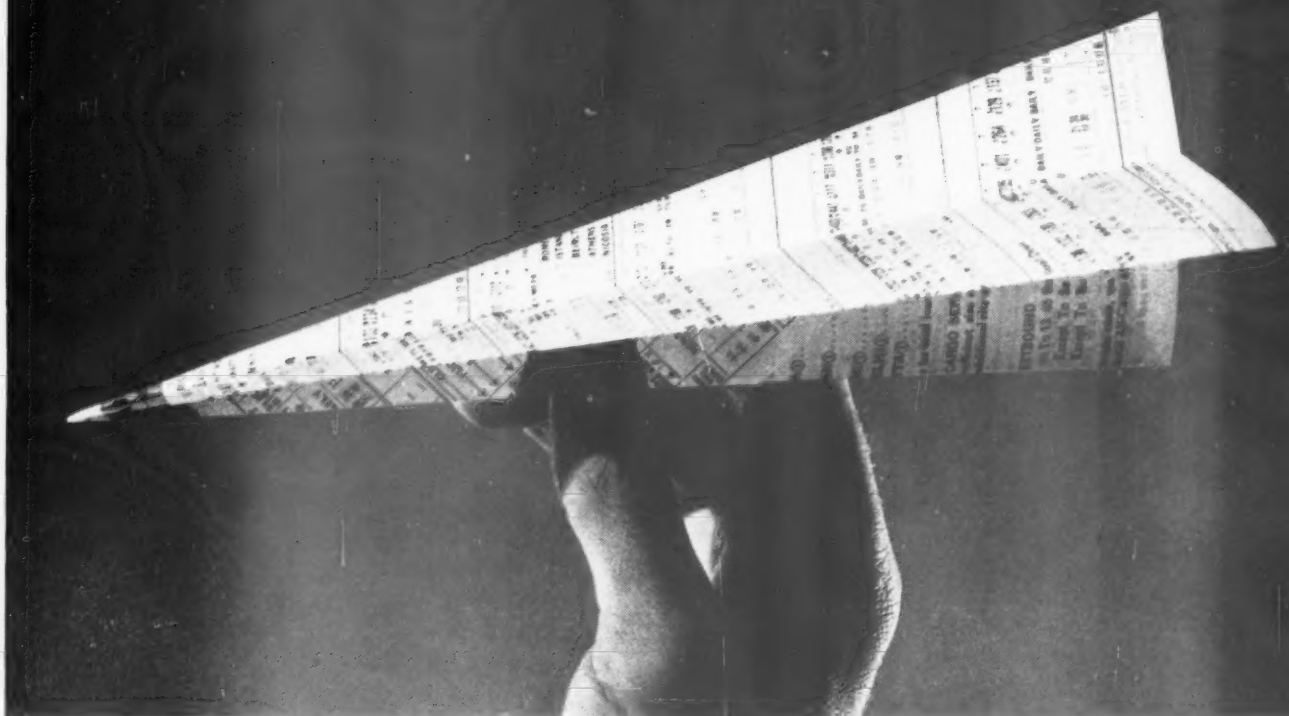
All-cargo flights are in addition to regular daily JAL Courier Cargo service across the Pacific. And, don't forget, now you can ship C.O.D. to Japan on JAL. Be sure, ship JAL Courier Cargo. Call your cargo agent or nearest Japan Air Lines office now.

JAPAN AIR LINES
U. S. TO JAPAN AND THE ORIENT

JAL
COURIER CARGO

San Francisco: AN 3-1384 • Cleveland: CH 1-4331
Los Angeles: 5-0955 • Los Angeles: MA 7-0405
New York: JU 6-7400 or OL 6-8364/5
Seattle: JU 3-3610 • Seattle: MA 4-8550
Washington, D.C.: ME 8-2315

Now every other cargo schedule goes out the window!



New Pan Am Jets cut world-wide delivery time 40%!

Pan Am's new Jet schedule makes them all out of date! For now Pan Am Jets slice delivery time 40%, bring almost every major city in the world within 12 hours of the United States.

For instance:

Honolulu from San Francisco . .	now 5 hrs.
London from Los Angeles . . .	now 11½ hrs.
Paris from New York	now 8¾ hrs.
Buenos Aires from New York . .	now 14¼ hrs.

And Pan Am Jet Clipper* Cargo gives you these exclusives, too:

MORE SPACE (10,000 pounds capacity with every new Jet plane!) • **MORE JETS** • **MORE FLIGHTS** • **MORE**

World's most experienced airline

SHIPPING POINTS FROM THE U.S. • MORE SERVICE (From electronically checked reservations to doorstep pickup and delivery, your goods are in the hands of the most careful and *experienced* men in the business.) *No wonder Pan Am carries nearly twice as much international air cargo as any other carrier!*

Take advantage of Pan Am's faster, better service now. Call your cargo agent, freight forwarder or Pan Am direct. Get your shipment *aboard today—abroad tomorrow!*

SHRINKING THE WORLD TO EXPAND YOUR MARKETS



*Trade Mark, Reg. U.S. Pat. Off.